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American Railroad Journal.

New York, Saturday, February 11, 1865.

Wealth and Resources of Oregon.

This State contains 95,274 square miles, or 60,975,360 acres. It has very diversified topographical features, such as: mountains, steep and rugged, vallies beautiful and fertile, sterile deserts, spacious bays, magnificent rivers, romantic and splendid waterfalls, picturesque lakes, broad prairies, and dense forests. A recent account appended to the Report of the Superintendent of surveys of the California Central Railroad, estimates the area at the larger figures of one hundred and twenty millions of acres, of which ten millions are fit for cultivation.

According to the returns of the last census, 895,375 acres were under improvement, and 5,316,817 were unimproved. This calculation is of course based on a less area than that above alluded to. The value of the farms was \$14,760,353, and of the implements of husbandry used in their cultivation, \$949,103. The Grand Ronde Valley contains excellent land, of which 8,000 acres are

under cultivation, and a town, La Grand, is already established and becoming settled. Gold is found in the Salmon river and Boise Countries.

The Powder river valley, of which Auburn is the country seat, is filled with miners, especially of copper. Ten thousand acres of land are under cultivation. Its climate is like that of Northern Ohio. The Lake country is in the southeastern part of the State, a plateau, 5,000 feet above the ocean level, containing many lakes, some 10 miles by 30. The amount of arable land has not yet been ascertained. The Rogue river valley contains between 4,000 and 5,000 inhabitants, is very fertile, producing immense crops of wheat and oats and the finest fruits. What it lacks are good roads as outlets for transportation, but these have been commenced. The number of acres of arable land is estimated to be 150,000, of which one-fifth is under cultivation.

The Illinois valley is on the river of the same name; its principal place of business is Waldo, and the county seat is Kirbyville. It contains the "Queen of Bronze" copper mine, the most valuable on the coast. The Illinois river is navigable for steamers of light draught 80 miles from its mouth.

The Umpqua Valley is the largest in Southern Oregon, and second to the Willamette. It is well watered by the Umpqua river and its numerous affluents; and is called the Switzerland of America. The soil is varied and fertile. It contains several thriving towns, such as Canyonville, Oakland and Scottsburg; the latter being at the head of Ocean schooner navigation on the before named river. This valley is reported to contain 225,000 acres, of arable land of which 75,000 are under cultivation. Daily mail stages pass through the valley.

The Willamette is the finest on the Pacific, considering its plentiful irrigation, and it is therefore preferred by agriculturists to that of Sacramento. It contains 3,000,000 of acres of the very finest land, and bears extraordinary crops of all kinds. Its apple orchards are very prolific, and justly celebrated; 100,000 boxes of this fruit are annually sent to San Francisco and Victoria.

There are ten rivers in the valley with unlimited water power. It contains 35 towns and villages, varying in population from 100 to 4,000 inhabit-

ants, Portland is the largest of them and the commercial entrepot of the valley.

On the Columbia river are situated Wasco and Umatilla counties, the former containing rich gold mines, and a large amount of good land. Dalles city and Umatilla landing are the two commercial points, connected by the river with the Pacific. The Oregon Branch mint is located at Dalles. Columbia County is also on the same river, below the Willamette valley, and is important chiefly from its commercial position. It is expected that its county seat St. Stephens will be the terminus of the projected railway through the valley of Willamette. Salt springs are believed to exist in this country.

The description from which we have made this abstract thus describes the Coast Counties. They are sparsely populated but afford rich pasturage. Clatsop at the mouth of Columbia river is very prosperous. Astoria its principal town founded by Mr. Astor is at length prospering, and fortifications of a formidable character are being erected. Cattle are raised cheaply and largely. Coal is found in Coos County over an area of 20 square miles, and is in large demand. On the sea beach for 20 miles, fine gold is found in such quantities as to remunerate a number of miners collecting it to the extent of \$20,000 per annum. Copper ore (virgin) is also found. There are two fine harbors in Coos county, on Coos bay, and Coquille river, and there is quite a number of vessels in the trade of the place, some of them of the burthen of 300 tons. Ship building is a leading occupation of the population, though as yet only a thousand in number.

Counties.	Wheat bush.	Oats,	Value of horses, sheep, swine and cattle.
Linn	1,000,000	600,000	\$750,000
Lane	600,000	800,000	625,000
Marion	600,000	800,000	760,000
Clackamas	100,000	150,000	115,832
Multnomah	7,000	10,000	89,000
Washington	400,000	500,000	190,000
Yamhill	800,000	400,000	395,000
Polk	1,000,000	1,000,000	675,000
Benton	400,000	400,000	333,000
Douglas			63,241
Jackson	65,330	79,454	561,744
Wasco			560,000

Besides these products there are now raised considerable quantities of flax, hay, legumes, in

fact much greater than appear by the last census.

The lumber trade flourishes in Oregon. The firs and cedars are plentiful and of extraordinary size. Four millions of feet of sawed lumber were transported the last year by sailing vessels from Coos bay to San Francisco. This sells at \$20 per M., and the business is yet in its infancy.

The Fisheries are numerous and profitable. Salmon are in abundance, and are taken of large size in the Columbia river. Sturgeon, cod, carp, flounders, perch, herring, crabs and oysters abound. There are as yet but 2,500 bbls of salmon put up annually which sell readily at \$10 per bbl., while they might be increased easily to 100,000 bbls. Salt exists in abundance being found in many large springs. A single spring near St. Helen's, throws an unceasing jet 4 inches in diameter, which produces by evaporation, a half pound of the finest and best salt to each gallon of water. At this rate the daily product might be obtained of nearly 30 tons.

Turpentine, tar and rosin are being manufactured on a pretty extensive scale, the forests being rich in the material for their production, and the supply inexhaustible. The quality of these articles is said to be superior. Tanneries are much wanted, bark and hides being abundant and cheap. The flour and saw mills are only yet in moderate numbers, but the increasing necessity for them, is causing their rapid erection. The internal commerce of the State is favored by the two navigable rivers, the Columbia and its affluent the Willamette, the former being navigable for small steamers and sailing vessels as far as Portland on the Willamette. The larger craft during the summer season are obliged to lighter their cargoes at the bar of the last named stream. From Portland, steamers ply to Oregon city on the Willamette and the Cascades on the Columbia. These rapids, as well as others beyond known as the Dalles, are passed by means of railways; while between these rapids and beyond the uppermost, the other steamers ply in various directions for several hundred miles.

The manufacturing establishments number about 300, with a capital invested of \$1,293,000 employing about the same amount in material, and producing values of \$3,188,000.

The principal products as yet are flour and meal, lumber, woollen goods, malt and spirituous liquors in small quantities, steam engines, leather and agricultural implements.

The woollen mills are but three in number, and there are only three small foundries. A vast field for manufactures is open to the enterprising.

Mining being always attractive prevents a resort to other pursuits. Gold is found in paying quantities in the sands on most of the rivers. On the Santiam river gold and silver are found in the quartz rock; the ores of which assay from \$20 to \$10,000 per ton, so also on the John Day, Powder and Owhyhee rivers, where a large population is profitably employed. As much as a million per month of gold is sent to California from Oregon.

The silver ores of Owhyhee are so rich as to yield globules of the metal even in a blacksmith's forge, and it is easily converted into bars and shipped in that state.

Copper, lead, iron and coal are very abundant. It is estimated that during the present year the gold product of Oregon, will run up to three mil-

lions per month. Its friends confidently expect from its intrinsic resources, position, products, and convenience for foreign trade, that it must soon take high rank on the Pacific Coast, and that when the Northern Pacific Railroad shall be constructed to Puget's Sound, its career will be a splendid one. In the meantime it is advancing by its own inherent strength. The population of Oregon in 1860 was 52,465. Of the 12 principal towns Portland was the largest, containing 1371 inhabitants.

Dutch Flat and Donner Lake Wagon Road.

This road is about sixty miles in length, and is constructed from a point on the ridge near Dutch Flat, in Placer County, over the mountains, through the Donner Pass and by Donner Lake to the Henness Pass road, near Crystal Peak and the Truckee River—about thirty miles from Virginia City. The road bed is twenty feet wide, and the grade going east in no place exceeds ten inches to the rod. Stages and light vehicles easily make from seven to nine miles an hour over it, the track being remarkably firm and smooth.

The company that built it commenced the work in the Summer of 1863, diligently prosecuting it until driven off by the Winter snows, resuming it early in the following Spring, finally completing and opening it for travel June 15, 1864.

The average number of laborers employed was about three hundred and fifty, for a period of ten months; and the aggregate cost was about \$200,000—a larger sum than has been expended upon any other one wagon road in the State.

On July 15, 1864, the California Stage Company put on a daily line of six horse coaches from Virginia City to Newcastle, there connecting with the Pacific Railroad to Sacramento, which has been maintained from that time to the present, being well patronized by the travelling public, and making the best time over this road of any in the State.

For the six months ending January 1, 1865, there have passed over this road:

Wagons, drawn by two to twelve animals	3,280
Buggies and one-horse vehicles	169
Horsemen	1,278
Head of loose stock	3,890

All the tolls received by the company since the road was opened have been expended in improving it, and there is now about forty miles of well-graveled and macadamized road, securing a hard, firm bed in the dry and rainy seasons.

This is the most direct route from Sacramento over the mountains to Virginia City; and passing as it does along and near the line of the Pacific Railroad, it affords to the traveler an interesting view of the progress of that great national work, and full proof of the feasibility of the route for a railroad.

The road is unquestionably superior to any other mountain road of equal length in the State. It has proved to be as superior for a Winter road as for Summer travel, there being less fall of snow and less liability to land slides, which have proved so dangerous on other roads. It is also free from all dangerous precipices. The mountain and lake scenery on the route is unsurpassed for magnificence and beauty. Donner Lake is one of the most healthful and invigorating Summer resorts in the Sierra Nevada mountains; the scenery around it is on the grandest scale.

The stages on this route made the trip to Sacramento regularly in the Summer in four to six hours less time than by any other road, and in the Winter they have generally made it in about twenty-four hours less time. The established Summer time over this route was eighteen hours, and Winter time thirty hours, from Virginia City to Sacramento. Notwithstanding the great severity of the Winter storms of November and December, in the mountains, the travel has been but seldom interrupted or the stages delayed.

On the 22d of August last the great race, of railroads and six horse coaches, came off over

this and the Placerville routes, between the California and the Pioneer stage companies. Notwithstanding "heavy rains, heavy roads and heavy loads," the California Stage Company landed their passengers from Sacramento in Virginia City in thirteen hours—the quickest time ever made—and beating their opponents nine hours. It conclusively proved the superiority of this road for fast travel, and its superiority for heavy loaded teams is illustrated by the fact that Reed & Ash hauled with an eight mule team, from Newcastle to Virginia City, 19,400 pounds, which is the heaviest load ever taken over the mountains by eight mules.—*Sacramento Union*.

The New Mexican Mail Service.

The Post Office Department has made a contract for weekly mail service, to commence on the 1st of March, from Albuquerque, New Mexico, to Prescott, the capital of Arizona, and to La Plaz and Sal Baibadina. The distance is eight hundred and fifty miles. The Territory of Arizona has heretofore had no mail facilities; but this arrangement connects it with the Atlantic and Pacific.

New Jersey Railroad and Transp. Co.

The following is an abstract of the report of this company for the year ending December 31, 1864:

RECEIPTS:

From passengers	\$1,196,863 08
From freight	214,214 07
From U. S. mail, rents, express, freight, and other sources	152,539 55
	<u>\$1,563,606 70</u>

EXPENSES:

Maintaining road, bridges and buildings	\$157,734 96
Repairs of locomotives, cars and machinery	110,999 02
Fuel—cost and labor in preparing	163,805 64
Operating the road and transporting passengers and freight	340,718 08
Office expenses, salaries and contingencies	12,722 58
	<u>785,980 28</u>

	<u>\$777,626 42</u>
Interest on bonds	\$44,316 75
Transit duty on passengers & freight	37,882 67
State tax on capital stock	21,989 00
Government tax	54,591 17
Loss by fire, workshop East Newark	53,916 78
Sinking fund	10,000 00
Dividends in cash, Aug. and Feb.	439,775 00
Profit and loss to surplus earnings	115,155 05
	<u>\$777,626 42</u>

The number of passengers transported over the road during the year was as follows:

Over the whole of the road	783,387 1/2
Between Jersey City and Newark	1,440,847
" " Elizabeth	319,680
" " Rahway	97,923 1/2
" " N. Brunswick	120,653 1/2
" all intermediate places	548,449

Total—not including commuters and free passengers 3,319,940 1/2

The number of tons of goods, wares and merchandise transported over the road during the year was as follows:

Over the whole line of the road	31,118 1/2
Between Jersey City and Newark	43,790 1/2
" " Elizabeth	7,486 1/2
" " Rahway	7,320
" " N. Brunswick	24,294
" all intermediate places	51,763 1/2

Total 165,773 1/2

The number of miles run by passenger, freight and other trains was 610,427.

GENERAL STATEMENT.

Capital stock	\$4,397,800 00
Funded debt, including \$485,000, the cost of the property and privileges purchased of the Jersey Associates	635,000 00
Floating debt	145,000 00
Profit and loss, being surplus earnings represented by permanent improvements and the property and cash stated below \$594,542 13	
Less amount paid for relaying road with new rails and other improvements	31,777 39
Dividend, 1st January, payable 1st February, 1865	219,887 50
	\$5,960,452 24

Cost of road and equipments:

For graduation and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, workshops, machinery and fixtures, engineering, land, and land damages	\$3,799,809 30
Locomotives, tenders & snow plows	265,796 00
Cars—passenger, freight & baggage	226,204 00
Property, viz:	
Bridge, ferry, turnpike and other stock, real estate, ferry boats, privileges and fixtures (including the property and privileges purchased of the Jersey associates for \$485,000)	1,649,021 62
Cash in bank, cash items and balances due	19,621 32
	\$5,960,452 24

President.—ALFRED L. DENNIS.

Treasurer.—H. J. SOUTHMAYD.

Sec'y and Gen'l Supt.—F. WOLCOTT JACKSON.

Calais and Baring Railroad.

The annual meeting of this company was held in Calais, Me., on the 31st of December, 1864. The earnings during the year were:

From freight from Baring	\$13,112 37
" " Milltown	7,541 07
" general freight	556 41
" rents	626 00
" passengers	1,459 67
" Lewy's Island Railroad	2,148 59
	\$25,444 11
Expenses	15,716 88

Net earnings

The freight from Baring consisted of 12,656,693 feet long lumber, 11,465,000 laths, 559,000 shingles, 492,879 feet ship timber, 190,390 feet spool wood, 75,000 feet hemlock logs, and 576 cords of mill wood; from Milltown, 13,772,778 feet long lumber, and 5,642,900 laths.

The equipment of the road consists of 3 locomotives; 2 passenger, 2 baggage, 140 eight-wheel and 13 four-wheel lumber cars, 8 gravel cars, 2 hand cars, and one-fourth of a snow plow. The number of miles run over the road by the company's engines was 14,812; do., over Lewy's Island Railroad 6,055. The Lewy's Island Company's engine has run over this road 2,260 miles. Number of passengers carried, 23,937. Value of materials on hand \$1,800.

During the past year the total funded debt amounting to \$112,700, maturing July 1st, was

renewed at par, for a term of 15 years. The only new condition in the renewed bonds being the reservation each year, from the earnings, of an amount equal to 2 per cent. of the outstanding bonds, to be invested as a sinking fund, towards retiring the bonds at maturity.

This renewal of bonds on such favorable terms is an important move for the stockholders, and it is believed that hereafter a regular annual dividend will be paid, though in seasons like the past, it may prove small.

After paying a dividend of 4 per cent., and meeting interest on the funded debt, which matured the 1st of December, and setting apart the amount due to the sinking fund up to July 1, 1865, the Treasurer reports a small balance in the Treasury, and no floating debt.

The following gentlemen were elected directors for the ensuing year: Geo. M. Porter, H. N. Hill, John McAdam, E. A. Barnard, F. K. Swan.

At a subsequent meeting of the board, Geo. M. Porter was elected President; Francis K. Swan, Treasurer, and James S. Cooper, Clerk.

Lewy's Island Railroad.

This road during the past year has been under the sole management and control of Mr. W. W. Sawyer.

The earnings were

And the expenses

Leaving net

The number of way and through passengers was 7,986. Number of miles run, 9,418.

Copper Product of the Portage Lake District.

The following table from the Portage Lake Mining Gazette will show the productions of the various mines in that district for the past three years:

	1864.	1863.	1862.
Tons.	Lbs.	Tons.	Lbs.
Quincy	1,485	1,362	1,472
Pewable	932	701	1,083
Franklin	781	880	780
Isle Royale	363	1,670	372
Gra'd Portage	316	196	247
Huron	310	1,622	69
Hancock	50	182	69
Mesnard	28	190	3
Shel. Col'b'n	11	22	3
Arcadian	5	680	...
Alb'y & Bos.	3	040	...
Douglass	2	1,459	...
St. Mary's	2	590	2
Total	4,292	1,691	4,106

Increase of 1863 over 1862

Increase of 1864 over 1863

Increase of 1864 over 1862

Considering the increased number of mines in 1864 over 1862 the gain has not, apparently, been in proportion. In 1862 the amount of ingot copper produced was 3,075 tons, while in 1864 it was 3,400 tons, which excess, when reduced to 80 per cent. mineral, gives 380 tons instead of 350 tons gain, as shown in the preceding table. This has been occasioned by improvements in washing machinery whereby a greater purity of mineral is obtained, but the number of tons is decreased. Another item is the scarcity of labor for the past two years; and every new mine that has been started has drawn away laborers from producing mines while the new mines have produced nothing. The prospects for another year, if labor grows no scarcer, are much more flattering than those for the three

years past, and we may expect a decided increase over the product of 1864.

Eagle Harbor Copper Shipments.

The shipments of copper from the port of Eagle Harbor during the season of navigation of 1864, were as follows:

Central	609 tons,	314 lbs.
Copper Falls	246 "	316 "
Pennsylvania	136 "	1,152 "
Amygdaloyd	83 "	175 "
Delaware	42 "	19 "
Phoenix	8 "	500 "
Petherick	5 "	1,008 "
Madison	"	259 "
Total	1,130 "	1,742 "

State Debt of Illinois.

The following is a statement of the State debt of Illinois, all of which bears interest at six per cent.:

Illinois Bank and internal improvement stock	\$31,000 00
Illinois internal improvement stock	42,000 00
Illinois improvement scrip	19,570 33
Liquidation bonds	234,650 21
New internal improvement stock	1,848,407 85
Interest bonds	1,206,836 96
Interest stock	701,404 75
Two certificates of arrears of interest	1,002 58
Refunded stock	1,837,000 00
Normal University bonds	65,000 00
War bonds	1,679,000 00
Thornton loan bonds, (Act approved Feb. 21, 1861)	182,000 00
Balance canal claims (under same Act)	3,624 58
Illinois and Michigan Canal bonds (payable in New York)	1,618,000 00
Illinois and Michigan Canal bonds (payable in London)	1,631,688 89
Interest certificates canal stock not registered	17,661 33
Canal scrip signed by Governor	2,616 97
Total	\$11,121,564 45

Two years ago the State debt amounted to \$12,222,388 20, and has consequently been reduced \$1,100,823 75.

Finances of Allegheny Co., Penn.

From the annual report of Henry Lambert, Esq., County Controller, we learn that the entire amount of expenditures during the year 1864, was \$293,412 71 as follows:

For judgments, interests and exp. on Railroad Bonds	\$136,814 17
Funded debt, Volunteer Bounty B'ds purchased	16,057 50
Interest on Volunteer Bounty Fund	4,660 50
Sinking Fund	25,000 00
Commonwealth of Pennsylvania	3,721 20
Ordinary County Expenses	107,159 37

Of the \$2,300,000 of original six per cent. bonds issued to railroad companies, there is now in possession of the county, and in the Bank of Pittsburgh \$1,831,000, leaving \$487,000 unsettled and outstanding. The estimated expenditures for 1865 are \$287,716 32, to meet which ten mills on the dollar will be assessed. Last year the valuation for the county was \$28,000,000; and if, under the present assessment, the valuation should exceed \$31,000,000, the tax will be reduced to nine mills.

Surveys are now being made for a railroad route from Orleans to Provincetown, Mass. It is estimated that the road can be built for \$20,000 per mile.

Railroad Company.—Deposit of Luggage.—Ticket.—Sunday.—Reasonable Time.

In the late case of Stallard against The Great Western Railway Company, in the Court of Queen's Bench, England, the complaint stated that the plaintiff was a commercial traveller, and the defendants were carriers of passengers and their luggage on a certain railway, and kept an office for receiving and safely keeping goods, being the luggage of such passengers on their railway, for reward to the defendants; that the plaintiff was such passenger, and thereupon, in consideration that he delivered to the defendants certain goods, to wit, a case of patterns to be safely kept by the defendants, and to be redelivered by the defendants to the plaintiff, for reward to the defendants, upon request; and on the production of a certain ticket to the defendants, the defendants promised the plaintiff so to keep the case of patterns, and to redeliver the same to the plaintiff on request and on production of the ticket; that afterwards the plaintiff requested the defendants to redeliver the case of patterns to him, and produced the ticket to them, and a reasonable time for the delivery thereof elapsed after such request and production; yet the defendants did not redeliver the case of patterns to the plaintiff until a long and unreasonable time after the request and production of the ticket; and by reason of the premises, the plaintiff was obliged to wait at the defendants' office a long time for the redelivery of the case of patterns, and thereby lost and was unable to proceed by a certain train to *Sheffield*, so as to arrive there in time for a certain market, at which he had arranged to be with his case of patterns, for the purpose of showing the patterns to his customers; and was greatly damaged and injured in his business of a commercial traveler; and was put to and incurred great expense in and about obtaining food and lodging for the night in *London*, and in and about endeavoring to proceed by the said train to *Sheffield*; and was otherwise greatly damaged.

The answer averred that the plaintiff did not deliver the goods, nor did the defendants promise in manner and form as alleged; that they were not guilty; and that the defendants redelivered the case to the plaintiff within a reasonable time.

On these pleadings issues were joined.

On the trial, it appeared that the plaintiff, who was a commercial traveler, arrived in *London* by the defendants' railway on *Saturday* night, the 5th of *October*, 1861; and deposited his portmanteau containing a case of patterns, at the luggage and cloak office on the up platform of the *Paddington* Station, and on payment of 2d. received a printed ticket, on which, among others was the following:

"Left in the name of *Stallard*, and subject to the conditions on the other side.

PROSSER, Clerk."

"This ticket to be given up when the luggage is taken away."

CONDITIONS.

"N. B.—The Great Western Railway Company appoint that the undermentioned sums be paid them for warehousing passengers' luggage, which has been, or which is about to be conveyed on their railway, viz: "For any period not exceeding three days, 2d., for each package; and after three days, one penny additional for each package per day or part of a day."

(Then followed a condition limiting their liability for loss of, or injury to, any packages beyond the value of 5l., unless the value and nature were declared, and one penny per pound of the declared value paid for each day or part of a day for which the same should be left.)

"Every person depositing luggage will be furnished with a receipt, stating the number and description of the articles deposited, which receipt must be given up to the company's servants upon their delivery of the articles thereon described; and the company give notice, that they will not deliver up luggage except to persons producing the proper receipt for the respective articles claimed, which delivery shall acquit the company from all further claims in respect thereof."

"The company will not be responsible under any circumstances for loss of or injury to articles except left in the cloak room."

"The company's servants are prohibited, under pain of instant dismissal, from receiving fees or gratuities under any pretence whatever."

On *Sunday* evening, the 6th of *October*, the plaintiff wishing to leave *London* by the mail train of the *Great Northern Railway* for *Sheffield*, went to the *Paddington* Station at 20 minutes past 8 o'clock for his portmanteau; he found the luggage and cloak office locked, and no person in attendance. After waiting some time he was told by a porter that the superintendent was on the other side; whereupon he went across to the down platform, from which the 8 P. M. train was starting, and the superintendent sent a porter with the key of the luggage and cloak office, and he obtained his portmanteau. He was thus delayed forty minutes, and by reason of that delay was too late for the train to *Sheffield* that night. There are two luggage and cloak offices at the *Paddington* Station, one on the up platform and the other on the down platform, which are open all day on *week days*, but on *Sundays* they are open only for about twenty minutes after the arrival and before the departure of trains respectively. The plaintiff was not aware of this arrangement; and when he left his portmanteau on *Saturday* evening he gave no notice at what time he should want it.

The learned Judge directed the jury that though the conditions on the ticket did not mention any time at which articles left might be obtained, there was an implied contract that the defendants would have some person attending at the office at reasonable times; and he left it to them to say whether the portmanteau was, under the circumstances, delivered up to the plaintiff within a reasonable time, reserving leave to the defendants to move to enter a non-suit if the Court should be of opinion that there was no evidence to be left to the jury on which they could reasonably find for the plaintiff. The jury negatived special damage, and gave a verdict for the plaintiff.

The defendants' counsel moved accordingly.

CROCKBURN, C. J.—I am of opinion that there ought to be no rule. By the conditions printed on the ticket the company have not made it part of the terms of the bailment of the portmanteau, that it should not be delivered up at any particular time on *Sunday*; on the contrary, articles left at the office are to be delivered up on the production of the ticket. Although there may necessarily be more delay in getting luggage from the office on *Sunday* than on other days, still the de-

fendants were bound by the conditions to deliver up the portmanteau within a reasonable time, and whether they did so deliver it up was a question for the jury. I should not have been dissatisfied if the verdict had been for the defendants; and perhaps, if they were not precluded by the smallness of the damages from having a new trial on the ground that the verdict was against the evidence, I should have been disposed to grant that rule. The question, however, whether the person who deposits his luggage gets it back within a reasonable time, is entirely and exclusively for the jury.

CROMPTON, J.—I am of the same opinion. There was evidence to go to the jury of unreasonable delay. The plaintiff sues the defendants on a bailment of a peculiar nature arising from the practice of railway companies to receive and keep luggage for their passengers, whether they intend at a subsequent time to travel on the same railway or on some other railway. By this ticket the defendants agree for certain reward to keep articles until they are wanted; and they must know that luggage is frequently wanted by those who deposit it for the purpose of proceeding on some other line; there was therefore an implied contract that they would be ready to deliver up the portmanteau in a reasonable time with reference to the surrounding circumstances, and of this the jury were the proper judges. It is said that the defendants were not bound to have the office open at all hours on *Sunday*; but the defendants invite persons to travel on *Sunday*, and it is notorious that persons do travel on *Sunday*. The practice of the defendants as to keeping open the office on *Sunday* for a short time only, cannot affect the plaintiff unless he was informed of it.

BLACKBURN, J.—The proper construction of the bailment evidenced by the ticket is, that the company undertook to deliver up the portmanteau on a reasonable request and within a reasonable time. Therefore it was a question for the jury, whether there was a reasonable request by the plaintiff, and whether there was an unreasonable delay on the part of the defendants with reference to the surrounding circumstances; and they have found for the plaintiff. The grounds which my brother Crompton has mentioned, are such as the jury might have reasonably acted upon, and we cannot on this motion disturb their verdict. The railway company have a simple remedy by printing on the back of the ticket that the office is open for the delivery of luggage at certain specified hours only.

MELLOR, J.—This was a question of fact for the jury, though I feel bound to say that I should have been better satisfied if their verdict had been for the defendants.

Rule refused.

The Swedish census, taken Dec. 31, 1863, has just been published. The total population of Sweden is 4,022,464, and there are 105,940 more women than men. The increase of population during the last quinquennial period has been $\frac{1}{2}$ per cent. About three and a half millions live in the country, and the rest in the towns, Stockholm contains nearly 350,000 inhabitants. The population of Norway is about 1,500,000, which would give the united kingdom above five and a half millions of inhabitants.

Finances of Pennsylvania.

The returns for the two years ending November 30, 1863 and 1864, compare as follows:

	1863.	1864.
Balance in Treasury from previous year	\$2,172,844 10	\$2,147,331 70
Receipts during current fiscal year:		
Ordinary or general	3,959,438 61	4,733,313 02
Extraordinary	330,013 04	
Total means of Treasury	\$6,462,295 75	\$6,880,644 72
Payments made during the same years were as follows:		
Ordinary expenses	\$3,139,121 08	\$3,260,561 48
Military	208,074 44	251,816 83
Commissioners of sinking fund	958,412 11	122,090 20
Revenue commissioners	9,356 42	
Premiums paid on interest as equivalent for coin		463,151 90
Damages by rebel raids		25,486 81
Expenses in quelling riots in Schuylkill County		1,914 26
Expenses in repelling raid in June, 1863		713,419 61
Relief of Chambersburg sufferers.		100,000 00
Total payments from Treasury	\$4,314,964 05	\$4,938,441 09
Balance November 30	\$2,147,331 70	\$1,942,203 63

The ordinary receipts and expenses for the four last fiscal years sum up as follows:

	Receipts.	Expenses.	Balances.
1860-'61	\$3,017,645 57	\$3,144,480 32	\$1,551,605 72
1861-'62	4,047,822 39	3,083,110 06	2,172,844 10
1862-'63	3,959,438 61	3,139,121 08	2,147,331 70
1863-'64	4,733,313 02	3,260,561 48	1,942,203 63

—in the ordinary expenses is included the interest on the public debt.

The public debt of Pennsylvania at the commencement of the fiscal years 1863 and 1864, stood as follows:

	1863.	1864.
Public Debt	\$40,448,213 82	\$39,496,596 78
Deduct amount redeemed during the fiscal years:		
5 per cents	\$888,499 78	\$104,722 73
4½ "	63,000 00	10,000 00
Relief notes	109 00	
Interest certificates	8 26	2,270 11
Total redeemed	\$951,617 04	\$116,992 84
Public debt December, 1	\$39,496,596 78	\$39,379,603 94
—which was composed of the following classes:		
FUNDED DEBT.		
6 per cent. loans	\$400,630 00	\$400,630 00
5 " "	35,709,986 45	35,605,263 72
4½ " "	268,200 00	258,200 00
UNFUNDED DEBT.		
Relief notes in circulation	\$97,251 00	\$97,251 00
Interest certificates outstanding	15,356 63	13,086 52
" " unclaimed	4,448 38	4,448 38
Domestic creditors' certificates	724 32	724 32
	\$36,496,596 78	\$36,379,603 94
Military loan per act of May 15, 1861	3,000,000 00	3,000,000 00
Total December 1	\$39,496,596 78	\$39,379,603 94

By the act authorizing the military loan of \$3,000,000, a special tax of one half mile was laid on real and personal property to furnish a fund for reducing the same.

By reference to the summary of payments accompanying this report, it will be seen there was seven hundred and thirteen thousand four hundred and nineteen dollars and sixty-one cents paid last year for expenses in repelling raids in June, 1863. Although this was not a portion of the bonded debt of the State, it was nevertheless a debt contracted by the State in its defense; and had this debt not existed, the same amount could have been applied to the extinguishment of its bonded debt; and it shows that, but for the extraordinary expenses thrown upon our State by the existing rebellion, we could have reduced our debt last year from our ordinary revenue very nearly one million of dollars. This amount (\$713,419 61,) is now due and owing to the State by the general Government.

The commonwealth holds bonds received from the sale of the public works, amounting to \$10,300,000 as follows:

Pennsylvania Railroad Company's bonds	\$6,800,000
Philadelphia and Erie Railroad Company's bonds	3,500,000
Total	\$10,300,000

These bonds are in the sinking fund and reduce the nominal debt by the amount.

The history of the legislation of Pennsylvania relating to the payment of interest on the State debt, first in coin and last year in currency, occupies large portions of the Governor's messages for 1863 and 1864. Our limited space forbids any lengthy discussions on this point, for a single State, and we mention the fact here simply for the purpose of directing the attention of parties interested to these sources of information.

Lake Commerce of Buffalo.

The following is a statement of the arrivals and clearances of American and Foreign vessels to and from Canadian ports; also the arrivals and clearances of American vessels to and from American ports, the tonnage of the same, and number of men composing the crews arriving and departing:

	No.	Tonnage.	Crews.
American vessels entered	1,663	1,641,258	17,102
Foreign vessels entered	926	72,424	4,229
Coasting vessels entered	4,369	1,708,085	52,442
Total entered for year	6,958	3,421,767	73,773
American vessels cleared	1,810	1,659,883	17,424
Foreign vessels cleared	814	64,407	4,066
Coasting vessels cleared	4,523	1,785,291	52,898
Total cleared for year	7,147	3,469,581	74,388
Grand total for, 1864	14,105	6,891,348	148,161
" 1863	15,376	6,757,903	157,415
" 1862	16,390	6,689,191	166,133
" 1861	13,866	5,963,896	144,173
" 1860	11,527	4,710,175	120,497
" 1859	10,521	5,992,626	118,109
" 1858	8,318	3,329,246	86,887
" 1857	7,581	3,226,807	182,183
" 1856	8,123	3,018,589	112,051
" 1855	9,211	3,860,233	111,575
" 1854	8,912	3,990,284	120,838
" 1853	8,298	3,252,978	128,112
" 1852	9,441	3,092,247	127,491

New Bedford and Taunton Railroad.

The receipts from operations of this road for the year ending December 1, 1864, were: from passengers, \$93,023 21, from freight, \$48,765 70, from mails, etc., \$3,483 60—total, \$145,272 51; and the expenses, including \$17,800 estimated depreciation in the value of the road and buildings, \$106,801 60, leaving as net earnings, \$38,470 91. The receipts from the Fairhaven Branch were \$62,095 94, and the expenditures \$57,039 28—leaving net \$5,056 66. The total receipts were \$207,368 45, the total expenses \$163,840 88, and the net earnings \$43,527 57. The surplus fund has been increased from \$64,792 10 to \$73,819 67. The amount of dividends paid for the year is \$35,000. President, Joseph Grinnell. Clerk and Treasurer, Lawrence Grinnell.

Illinois and Michigan Canal.

From the report of the Trustees it appears that the total receipts of moneys from all sources in 1864, amounted to \$264,626 35, and the total expenditures during the same year amounted to \$359,596 28—showing a deficit in the receipts to meet the expenditures of the year 1864 of \$94,969 93. The receipts from tolls in 1864 were only \$156,609 09, which is \$54,000 less than the tolls received in 1863.

Massachusetts State Library.

The annual report of the Librarian states the number of volumes received by purchase for the year ending September 30 to have been 1,111, and the number of pamphlets 109. The number of volumes received by exchange through the State department has been 123, and number of pamphlets 29, exclusive of 28 volumes and 241 pamphlets received from foreign States by exchange. The number of volumes received by donation has been 36, and the number of pamphlets 125. The total number of volumes added during the year has been 1,416, and pamphlets, 549, and maps 14. The expenditures for the library were \$2,670 84, and the total receipts were \$3,660, and there is now a balance on hand of \$689.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price per share.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price per share.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price per share.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price per share.
COPPER.					COPPER.					IRON.					GOLD, SILVER, AND QUICKSILVER.				
Acton.....Ca.	200,000	5		1 1/2	Jefferson.....L. S.	20,000				Copake.....N. Y.	50,000	50		4	Aetna (G.).....Col.	50,000	10		
Acton Vale.....Ca.	50,000	5		50	Keweenaw....." "	20,000			6	East River....." "	6,000	60		118	Acadia (G.).....N. S.	100,000	10		
Adventure.....L. S.	20,000				Kickapoo....." "	20,000			1	George's Ck C. & L. Md.	10,000	100			Albion (G.)....." "	100,000	8		
Albany and Boston....." "	20,000				King Phillip....." "	20,000			2	Harewood....." "	20,000	5			Alpine (G.).....Col.	150,000	10		
Algoma....." "	20,000				Knowlton....." "	20,000			1	Kahtadin.....Me.	3,000	100			Alps (G.)....." "	100,000	5		
Alliance.....Ca.	200,000	24		2 1/2	Lafayette.....Ca.	200,000	1		1 1/2	Lake Superior.....L. S.	20,000	25			American....." "	200,000	2		
Allouez.....L. S.	30,000			1 3/4	Lake....." "	200,000	1		1 1/2	Massachusetts....." "	25,000	1			Am. & Mex. (S.) N. M.				
American.....Ca.	200,000	24		2 1/2	Lawrence.....L. S.	20,000			50c	Mount Pleasant.....Pa.	10,000	50			Am. Pioneer.....A. T.				
Amygdaloid.....L. S.	20,000			25	Lennoxville.....Ca.	100,000	6		2	Teal Lake.....L. S.	20,000	10			Arizona (Silver)....." "				
Annapolis.....Md.	50,000	10			Logan....." "	100,000	13		2 1/2	Tyson....." "	20,000	10			Atlantic (G.).....N. S.	100,000	2		2
Aracoma.....Ariz. T.	100,000	100			Lyster....." "	200,000	13		2 1/2						At. & Pac. (G. & S.) Nev.	50,000	10		33
Ascot.....Ca.	20,000	20			Madison.....L. S.	20,000			2 1/2						Bay State (G.).....Col.	200,000	5		
Astor.....L. S.	20,000			1 6 1/4	Malden....." "	20,000			50c	Canada.....Ca.	50,000	5			Beacon (G.).....N. S.	200,000	2		
Atlas....." "	20,000			1 7	Mandan....." "	20,000			50c	Clute....." "					Benton (G.)....." "	100,000	5		
Astee....." "	20,000			1 1	Manhattan....." "	20,000			50c	Crystal Lake....." "					Black Hawk (G.)....." "	50,000	100		
Balt. and N. C.....N. C.	20,000	6		20c	Marquette....." "	20,000			60c	Erie....." "					Boston (G.)....." "	10,000	60		105
Bare Hill....." "	20,000			3 1/2	Maryland.....Md.	20,000	6			Gay's River....." "	100,000	2			Briggs (G.)....." "	10,000	100		
Bay State.....L. S.	20,000			3 1/2	Mass.....L. S.	20,000			60c	Hampton....." "	100,000	5			Bullion (G.)....." "	200,000	25		
Beaver....." "	20,000			1	Massachusetts....." "	20,000			8 1/2	Keystone.....Pa.					Burrongs (G.)....." "	100,000	10		
Bedford.....Ca.	125,000	5		67c	Mendota....." "	20,000			8 1/2	Lancaster....." "					Canadian (G.).....Ca.	200,000	2		50c
Black River....." "	20,000	24		14c	Merrimac....." "	20,000			8 1/2	Macomb.....N. Y.	100,000	5			Central (G.).....Col.	50,000	20		17 1/2
Bohemian.....L. S.	20,000			7 1/2	Meteor....." "	20,000			5 1/2	Mineral Point....." "	100,000	5			Chaudiere (G.).....Ca.	100,000	5		90c
Bolton.....Ca.	200,000	5		5 1/2	Mesnard....." "	20,000			5 1/2	Mount Hope.....N. Y.	80,000	5		2 1/2	Chebeco.....N. S.	100,000	5		65c
Boston.....L. S.	20,000			5 1/2	Michigan....." "	20,000			5 1/2	National....." "	200,000	1			Colonial (G.).....Ca.	100,000	24		25c
B. and Corinth.....Vt.	20,000	10			Middlesex....." "	20,000			5 1/2	New Jersey.....N. J.	12,000	100		110	Colorado (G.).....Col.	50,000	10		3 1/2
Brooklyn.....L. S.	20,000			2	Minnesota Hill.....L. S.	20,000			2 1/2	N. Y. & Boston.....N. Y.	100,000	5			Consol. Gregory (G.) Col.	200,000	100		26
Brome.....Ca.	100,000	5		2	Missisquoi.....Ca.	150,000	2		3 1/2	Oswegatchie....." "	100,000	5			Copalsinhe (G.)....." "	200,000	20		
Cabot.....L. S.	20,000			7	Montezuma.....N. Mex.	300,000	5		1 1/2	Placencia Bay.....N. F.					Corliss (G.)....." "	100,000	10		6
Caledonia....." "	20,000			7	Morrison.....L. S.	20,000			5	Ramsay.....Ca.	20,000	25			Corydon (G.)....." "	100,000	25		2 1/2
Cambridge....." "	20,000			5 25c	Nashua....." "	20,000			5 1/2	Rossie....." "	100,000	5			Day & Bushnell (G.) C.	300,000	10		
Canada.....Vt.	100,000	1		1 1/2	National....." "	20,000			5 1/2	Shawangunk.....N. Y.	100,000	5			Denver (G.).....Ca.	50,000	20		12 1/2
Carp Lake.....L. S.	20,000			1 1/2	Native....." "	20,000			5 1/2	Sussex.....N. J.	100,000	5			Dorset (G.)....." "	170,000	5		
Cascade....." "	20,000			52 1/2	Naumkeag....." "	20,000			1 1/2	Union....." "	100,000	5			El Dorado (G.).....Nev.	100,000	5		
Central....." "	20,000			16c	Nelson.....Ca.	200,000	1		10c	Walkill.....N. Y.					Empire (S.)....." "				
Champlain.....Ca.	200,000	14		16c	Nevada (Silver).....L. S.	20,000			1 1/2	COAL & ANTHRACITE.					Eureka (G.).....Cal.	30,000	10		14
Chatham....." "	200,000	2		50c	New England....." "	20,000			2 75c	American.....Pa.	37,500	25			Excelsior (G.).....Col.	100,000	10		
Chaudron....." "	100,000	1		12c	New York.....L. S.	20,000			75c	Ashburton....." "	50,000	50			Frankfort (G.)....." "	100,000	2		
Chester....." "	200,000	1		1 1/2	N. Y. & Passaic.....N. J.	100,000	6		4	Atlantic & G. C.....Md.					Garrison's (G.)....." "	100,000	5		
Cheticamp....." "	30,000	5		1 1/2	North Cliff.....L. S.	20,000			4	Baltimore....." "		100			Gilbert River (G.)....." "	100,000	5		1
Chippewa.....L. S.	20,000			5 1/2	North Silver Lake....." "	20,000			15c	Beaver Meadow.....Pa.	100,000	50			Gilpin (G.)....." "	100,000	5		3 1/2
Cleveland.....Ca.	100,000	5		30 1/2	North State....." "	20,000			15c	Belmont....." "	10,000	60			Gold Field....." "	50,000	10		
Clifton....." "	20,000			4 1/2	North Sutton.....Ca.	100,000	5		7 1/2	Big Mountain.....Pa.	8,000	25			Gold Hill....." "	50,000	10		
Collins....." "	20,000			5 1/2	North Western.....L. S.	20,000			4 1/2	Blackhall.....N. S.	100,000	5			Gold River....." "	100,000	3		
Columbian....." "	20,000			24 1/2	Norwich....." "	20,000			6 1/2	Boston & Pictou....." "	30,000	10			Gould & Curry (G. & S.) N.	300,000	10		2 1/2
Consolidated....." "	20,000			30 1/2	Ogima....." "	20,000			21c	Bridgeport.....Pa.	30,000	10			Gunnell (G.)....." "	200,000	2		50c
Copper Falls....." "	20,000			1	Ontonagon....." "	20,000			11 1/2	Broad Mountain....." "	30,000	10			Halfax (G.).....N. S.	200,000	10		
Copper Harbor....." "	20,000			1	Ottawa.....Ca.	200,000	1		11 1/2	Butler....." "					Harmon (G. & S.) Nev.	150,000	2		
Copper Hill....." "	200,000	1		25c	Pacific.....L. S.	20,000			52 1/2	Cape Briton.....N. S.	200,000	2 1/2			Holman (G.)....." "	80,000	25		10
Copperas Hill....." "	50,000	10		15	Pennsylvania....." "	20,000			52 1/2	Carbondale.....Pa.					Isaac's Harbor (G.) N. S.	100,000	5		
Cornwall.....Vt.	20,000			15	Pewabic....." "	20,000			15	Central....." "	4,000	50			Isabella (G.)....." "	100,000	5		
Dacotah.....L. S.	20,000			15	Phila. & Boston....." "	20,000			15	Clinton....." "	10,000	50			Kennebec (G.)....." "	100,000	5		
Dana....." "	20,000			15	Phoenix....." "	20,000			15	Coal Brook....." "	10,000	50			Kent (G.).....N. S.	200,000	1		
Deep River.....N. C.	20,000			15	Pittsburg & Boston....." "	20,000			15	Continental....." "	50,000	100			Lake (G.)....." "	100,000	1		
Delaware.....L. S.	20,000			15	Pontiac....." "	20,000			15	Cumberland (pref.) Md.	5,000	100			Lake Major.....N. S.	12,000	50		
Derby....." "	20,000			15	Prince of Wales.....Ca.	200,000			15	Daniel Webster....." "					Libertad (G. & S.) Mex.	100,000	10		
Devon....." "	20,000			15	Providence.....L. S.	20,000			15	East Mahanoy.....Pa.	20,000	25			Manhattan (G.)....." "	100,000	10		
Dorchester....." "	20,000			15	Quincy....." "	20,000			15	Everhart....." "	5,000	100			Mariposa (G.).....Cal.	100,000	100		10 1/2
Douglas....." "	20,000			15	Reid Hill.....Ca.	20,000			15	Franklin.....Pa.	5,000	5			Massachusetts (G.) Ca.	500,000	5		2 1/2
Dover.....Ca.	200,000	1		15	Reliance.....L. S.	20,000			15	Fulton....." "	5,000	100			Mex. Pac. (G. & S.) Mex.	100,000	100		
Dudley.....L. S.	20,000			15	Richford.....L. S.	20,000			15	Gilbertson....." "	10,000				Montague (G.)....." "	50,000	10		
Dunham.....Ca.	200,000	5		15	Ridge....." "	20,000			15	George's Creek.....Pa.	10,000				Montana (G.).....N. S.	100,000	5		1 1/2
Durham....." "	200,000	5		15	Rockland....." "	20,000			15	Grand Tunnel.....Pa.	4,000	100			Montezuma (G. & S.) N.	100,000	5		
Eagle River.....L. S.	20,000			15	Rudisell.....Ca.	200,000	1		15	Hampton & Balt. Md.	32,500	50			Mt. Alpine (G.)....." "	250,000	10		
El Dorado (Silver)....." "	20,000			15	St. Clair.....L. S.	100,000		</											

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. R.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

Fiscal year ending.	Length of line in single track.	Equipment in progress or projected.	Equip-ment.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted-ness.	Earnings.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No							
30 Nov. '63	3.36										
30 Nov. '63	4.18										
30 Nov. '63	3.29										
30 Nov. '63	6.74										
30 Nov. '63	8.27										
30 Nov. '63	1.48										
30 Nov. '63	1.41										
30 Nov. '63	11.75										
30 Nov. '63	3.41										
30 Nov. '63	2.97										
30 Nov. '63	36.88										
30 Nov. '63	7.50										
30 Nov. '63	5.69										
30 Nov. '63	5.32										
30 Nov. '63	2.68										
30 Nov. '63	2.60										
30 Nov. '63	7.75										
30 Nov. '63	1.69										
30 Nov. '63	3.21										
30 Nov. '63	2.25										
30 Nov. '63	5.00										
31 Jan. '64	3.0										
31 Dec. '62	8.5										
30 Sep. '63	10.76										
30 Sep. '63	4.00										
30 Sep. '63	24.00										
30 Sep. '63	56.18										
30 Sep. '63	10.50										
30 Sep. '63	10.00										
30 Sep. '63	10.00										
30 Sep. '63	16.00										
30 Sep. '63	17.50										
30 Sep. '63	6.00										
30 Sep. '63	17.33										
30 Sep. '63	11.00										
30 Sep. '63	4.52										
30 Sep. '63	4.63										
30 Sep. '63	19.00										
30 Sep. '63	7.50										
30 Sep. '63	16.00										
30 Sep. '63	8.37										
30 Sep. '63	16.50										
30 Sep. '63	2.00										
30 Sep. '63	1.50										
31 Dec. '62	5.32										
31 Dec. '62	5.05										
31 Dec. '62	10.47										
31 Dec. '62	17.00										
31 Dec. '62	5.80										
31 Oct. '63	7.80										
31 Oct. '63	8.13										
31 Oct. '63	4.12										
31 Oct. '63	4.38										
31 Oct. '63	16.74										
30 Nov. '63	24.23										
31 Oct. '63	8.40										
31 Oct. '63	8.73										
31 Oct. '63	11.00										
31 Oct. '63	11.17										
31 Oct. '63	12.00										
31 Oct. '63	10.57										
31 Oct. '63	7.04										
31 Oct. '63	4.51										
31 Oct. '63	6.16										
31 Oct. '63	5.20										
31 Oct. '63	7.78										
31 Oct. '63	19.46										
31 Oct. '63	5.62										
31 Oct. '63	8.38										
31 Oct. '63	7.65										
31 Oct. '63	6.25										
31 Oct. '63	9.31										
31 Dec. '62	21.00										
31 Dec. '62	5.00										
31 Dec. '62	5.00										
31 Dec. '62	3.81										
31 Dec. '62	3.63										
30 Nov. '62	8.29										
30 Nov. '62	3.33										
30 Nov. '62	4.48										
30 Nov. '62	10.20										

PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount outstanding.	Rate.	Pay-able.	Principal payable.	Market Price.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	1883	
Brooklyn, Bath & Coney Is'd	44,500	7	J. & J.	1883	
1st Mortgage	304,250	7	J. & D.	1870	
Real Estate	22,900	7			
Brooklyn City	170,000	7	J. & J.	1872	
1st Mortgage	160,000	7	J. & J.	1872	
Brooklyn City & Newtown	150,000	6	J. & J.	1881	99
1st Mortgage	101,000	7	J. & J.	1874	
Central Park, East & North River	47,800	7	J. & J.	1870	
1st Mortgage	25,000	6	J. & J.	1871	
Citizens' (Pittsburg)	13,000	7	J. & J.	1873	
1st Mortgage	6,500	7			
Delaware County	5,000	6			
1st Mortgage	7,800	6	J. & J.		
Dorchester					
Real Estate Mortgage					
Dorchester and Roxbury					
1st Mortgage					
Forty-second street:	127,150	7	J. & J.	1873	
1st Mortgage	200,000	7	J. & J.	1869	107
Frankford and Southwark					
1st Mortgage	250,000	7	J. & J.	1869	
Germantown:					
1st Mortgage	82,000	7	J. & J.	1870	95
Green and Coates St.					
1st Mortgage					
Hestonville, Mantua & Fairmount:	40,000	7	J. & J.	1869	
1st Mortgage	60,000	7	M. & S.	1872	
Hoboken and Weehawken:					
1st Mortgage	50,000	6	M. & S.	71-72	100
Lynn and Boston:					
1st Mortgage [road]	75,000	6			
Malden and Melrose:					
1st Mortgage guaranteed	12,000	6			
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	36,625	6			
Metropolitan:					
1st Mortgage	60,000	6			
Real Estate Mortgage	6,210	6			
Middlesex:					
Malden & Melrose bonds					
Real Estate					
Ninth Avenue:	57,000	7			
1st Mortgage	100,000	7	J. & J.	1869	
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1881	
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1880	
O. & Newark	100,000	7	J. & J.	1883	
2d Mortgage					
Philadelphia City:	135,000	6	J. & J.	1879	91
1st Mortgage	17,000	7	J. & J.	1870	
Philadelphia and Darby:					
1st Mortgage	15,500	7	J. & J.	1869	
Philadelphia and Gray's Ferry:	64,200	7	J. & J.		
1st Mortgage					
Pittsburg, Allegheny and Manchester:	25,000	7	J. & J.	1871	
1st Mortgage	22,600	7	J. & J.	1870	
Pittsburg & Birmingham:					
1st Mortgage	87,000	7	J. & J.	1871	
Pittsburg & East Liberty:					
1st Mortgage					
Quincy:	50,000	M. & S.			
Plain bonds					
Richmond and Schuylkill:	30,000	7	J. & J.	1870	
1st Mortgage					
Rochester City & Brighton	46,000	7	J. & J.		
1st Mortgage	500,000	7	J. & D.	1867	
Second Avenue:					
1st Mortgage	125,000	7	J. & J.	1868	100
Second and Third Street:	50,800	7	J. & J.	1869	101
1st Mortgage					
2d Mortgage	15,000	7	J. & J.	1875	
Sixth Avenue:					
1st Mortgage	24,800	6	M. & S.	1872	
Suffolk:					
1st Mortgage	340,000	7	J. & J.	1870	
Third Avenue:	60,000				
1st Mortgage					
Real Estate bonds					
Union:	20,000	6	J. & D.	1868	
Real Estate Mortgage					
West Hoboken & Hoboken:	60,000	7	M. & N.	1873	
1st Mortgage					
West Philadelphia:	100,000	7	J. & J.	1869	
1st Mortgage					

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1890	55,734	66,123	74,600	63,995	86,211	76,429	81,453	106,685	94,928	107,768	73,761	64,987	938,641
1891	81,681	75,621	78,861	65,558	76,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,066,464
1892	73,169	96,661	110,985	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1893	109,860	101,355	104,372	122,094	132,301	145,542	149,187	157,948	170,044	170,910	156,869	163,294	1,673,706
1894	100,991	164,417	195,802	182,722	178,786	206,090	234,253	312,161	320,857	281,419	-----	-----	-----
Chicago and Rock Island:													
1890	72,884	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,573	75,457	1,151,008
1891	88,080	63,975	77,007	76,609	102,168	90,621	88,410	130,542	154,084	152,537	123,819	118,763	1,361,050
1892	120,779	90,607	76,676	76,459	102,353	138,374	119,947	117,086	146,268	161,508	138,796	135,695	1,423,439
1893	140,024	120,225	122,512	126,798	144,995	170,937	139,142	160,305	210,729	216,030	190,435	201,134	1,959,267
1894	158,735	175,482	243,150	175,838	199,665	206,866	195,103	271,141	331,494	312,049	319,816	303,187	2,885,429
1895	293,635	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Chicago and Northwestern:													
1890	18,569	19,535	22,970	25,881	28,291	28,006	24,326	28,536	51,340	55,831	55,008	42,101	400,459
1891	32,192	33,408	46,346	48,919	62,392	45,985	59,500	49,571	80,819	108,737	74,331	68,554	675,764
1892	48,325	48,661	69,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,290	55,199	835,668
1893	46,606	49,103	59,249	64,725	84,706	104,815	96,340	71,306	104,094	124,787	108,956	90,991	994,077
1894	60,691	81,190	92,483	103,450	107,865	124,283	115,861	106,491	172,072	210,476	153,238	163,522	1,438,197
1895	93,123	111,495	157,962	174,589	188,629	-----	-----	-----	-----	-----	-----	-----	-----
Cleveland and Toledo:													
1890	59,856	64,779	76,709	62,294	55,652	52,788	44,781	61,701	72,589	79,673	76,204	82,220	780,230
1891	78,170	67,210	85,260	76,032	65,907	55,085	60,386	66,573	84,003	94,406	82,467	82,400	890,469
1892	85,239	78,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,258	956,959
1893	106,293	88,468	103,175	87,915	69,716	64,910	71,716	78,588	102,778	112,507	117,234	104,876	1,167,544
1894	146,916	146,839	165,780	121,278	103,407	99,569	90,532	95,134	130,551	160,397	143,830	146,290	1,578,509
1895	154,058	176,105	203,329	158,077	129,000	100,000	113,515	154,245	182,110	188,649	184,014	203,291	1,942,993
Erie:													
1890	304,708	319,583	372,296	380,343	349,968	330,657	381,819	359,114	455,235	465,959	536,008	414,764	4,651,049
1891	354,000	345,000	433,311	457,161	393,409	319,955	319,955	477,542	600,124	537,242	561,443	413,723	5,335,434
1892	404,507	391,932	458,660	547,174	606,610	430,083	372,705	419,010	515,943	719,354	734,108	714,211	6,714,132
1893	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,186	902,590	863,869	8,400,834
1894	846,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,821	10,469,481
1895	984,837	914,133	1,094,508	1,079,508	1,062,393	1,021,976	974,317	1,086,864	1,291,006	1,202,569	1,204,908	1,267,414	13,172,833
Galena and Chicago:													
1890	60,553	62,698	80,798	86,254	115,505	98,449	80,705	156,541	219,528	262,108	142,658	94,800	1,462,762
1891	97,253	76,859	101,900	108,765	165,707	162,823	145,389	150,359	200,276	271,326	172,700	122,309	1,729,296
1892	109,897	105,424	74,346	90,180	168,194	225,048	190,456	129,019	188,370	268,575	159,530	148,582	1,777,541
1893	132,617	121,161	129,226	136,001	172,843	212,946	143,617	163,245	261,494	287,122	228,407	204,716	2,183,296
1894	143,908	169,577	177,251	196,872	220,825	-----	-----	-----	-----	-----	-----	-----	-----
Hudson River:													
1890	192,161	190,589	175,773	121,123	141,399	115,444	126,303	155,164	156,973	170,157	157,443	232,073	1,933,434
1891	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,870	2,075,832
1892	223,157	205,343	167,560	139,761	150,808	122,683	114,804	135,299	146,424	178,261	197,763	246,283	2,028,637
1893	267,330	251,568	208,963	202,846	192,442	151,427	159,769	193,442	212,113	239,911	270,088	408,571	2,923,790
1894	468,953	425,047	386,802	297,676	244,771	202,392	190,364	219,661	268,100	302,174	295,750	484,550	3,736,140
1895	501,231	472,240	366,626	278,540	281,759	253,049	273,728	306,595	361,600	340,900	-----	-----	-----
Illinois Central:													
1890	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,362	250,742	192,322	2,126,006
1891	185,257	185,926	209,994	183,768	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1892	321,844	279,268	229,334	192,064	190,488	177,829	189,280	268,983	289,892	284,020	243,249	224,401	2,899,610
1893	190,130	236,637	181,084	191,649	206,246	269,282	261,079	352,780	414,543	410,338	372,593	359,468	3,445,827
1894	299,944	271,086	275,643	298,224	324,687	407,992	343,392	511,305	478,576	496,433	437,679	424,531	4,571,028
1895	327,900	406,595	445,320	421,457	414,781	497,223	404,197	585,434	767,363	684,299	617,711	-----	-----
Marionetta and Cincinnati:													
1890	33,904	28,252	23,891	33,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	49,544	512,219
1891	38,203	35,778	60,540	36,326	40,706	58,704	62,864	77,112	113,059	76,764	68,893	710,226	710,226
1892	56,540	77,874	90,755	73,215	85,964	75,055	89,533	94,375	96,082	90,576	97,047	92,772	1,017,768
1893	96,112	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Milwaukee and Prairie du Chien:													
1890	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,341
1891	64,246	44,027	45,687	49,102	112,266	141,771	107,117	90,463	134,726	177,379	130,184	67,920	1,163,407
1892	83,908	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1893	67,181	76,132	44,925	106,967	111,261	71,587	69,352	166,417	205,054	138,242	112,913	1,247,258	1,247,258
1894	102,743	116,135	88,222	140,417	189,747	212,226	139,547	113,393	163,213	178,526	167,099	121,113	1,723,381
Michigan Southern & Northern Indiana:													
1890	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,519
1891	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	278,722	203,192	134,972	2,068,896
1892	140,925	116,943	153,170	170,362	161,391	128,558	178,773	235,090	276,181	231,265	198,077	2,169,077	2,169,077
1893	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	326,818	305,284	279,539	2,647,833
1894	248,784	230,508	557,227	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,202,541	3,202,541
1895	266,600	304,445	323,058	327,204	264,818	311,717	279,129	355,264	598,330	404,563	444,523	398,691	4,077,744
Michigan Central:													
1890	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,306	210,837	226,077	181,617	132,949	1,756,416
1891	110,712	107,749	160,311	166,741	158,510	123,085	128,398	195,540	251,423	300,474	196,132	129,022	2,025,142
1892	142,354	119,764	161,671	172,614	149,550	133,620	128,377	144,982	236,844	307,353	242,039	190,134	2,124,314
1893	230,159	159,668	161,902	175,896	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1894	242,073	245,858	226,432	238,495	206,231	193,328	215,449	308,168	375,438	339,794	360,136	2,168,066	2,168,066
1895	252,435	278,818	348,302	338,276	271,553	265,780	263,244	346,781	408,445	408,566	405,510	276,470	3,999,010
New York Central:													
1890	380,349	370,514	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792		

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Rock Island:						
Mortgage	\$300,000	7			1867		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Northwestern:						
Alabama and Tenn. Rivers:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		General 1st Mortgage	8,600,000	7	"	"	1885	87
2d Mortgage	225,705	6			1884		Bonds issued for coupons of do.	756,000	7	May & Nov.	"	1883	95
Albany, Vt. and Canada:							2d Mortgage	2,000,000	6	"	"	1890	95
1st Mortgage	600,000	7	March & Sept.	New York.	1857		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99
Atlantic and Gt. Western (N.Y.):							Green Bay Extension Bonds	300,000	7	"	"	1885	98
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1870		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
2d Mortgage	693,500	7	"	"	1881		Cincinnati, Hamilton and Dayton:						
Atlantic and Gt. Western (Pa.):							1st Mortgage	884,000	7	Jan. & July.	New York.	1867	110
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877		2d Mortgage	1,250,000	7	May & Nov.	"	1880	111
2d Mortgage	956,000	7	"	"	1882		Cincinnati, and Zanesville:						
Eastern Coal Fields Branch	400,000	7	"	"	1882		1st Mortgage	1,300,000	7	May & Nov.	New York.	1890	
Atlantic and Great Western (O.):													
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	85							
2d Mortgage		7	Jan. & July.	"	1883	98							
Atlantic and St. Lawrence:													
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
City of Portland Loan (Comp.)	1,000,000	6	Various	N.Y., P.&Bos.	'68-'70		2d Mortgage	244,200	7	March & Sept.	"	1884	110
Baltimore and Ohio:							3d Mortgage	658,200	8	"	"	1876	
Maryland Sterling Bds of 1833	3,000,000	6	Jan. Ap. Ju. Oc.	London.	1838		Clev. Painesville and Ashtabula:						
Mortgage Coupon	2,500,000	6	April & Oct.	Baltimore.	1885	105	2d Mortgage	223,000	7	Feb. & Aug.	New York.	1882	92
"	700,000	6	Jan. & July.	"	1880	103	Special (Sunbury and Erie)	600,000	7	"	"	1878	121
"	1,128,500	6	Jan. & July.	"	1875	105	Dividend Mortgage	900,000	7		"	1880	
"	1,000,000	6	Jan. Ap. Ju. Oc.	"	1887	100	Cleveland and Pittsburgh:						
"	5,000,000	6	Jan. & July.	"	1890	111	1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1880	
Balt. City Loan of 1855							2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	"	1873	100
Bellefontaine and Indiana:							3d Mort. (M. L.) or 2d Extension	1,166,000	7	"	"	1875	92
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101	4th Mort. (M. L.) or 3d Extension	1,959,028	6	"	"	1886	79
2d Mortgage	130,000	7	"	"	1870		River Line bonds	20,000	7		"	1887	
Belvidere Delaware:							Clev. Columbus and Cin.:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95	1st Mortgage, Coupon	609,000	7	Jan. & July.	New York.	'64-'70	
2d Mortgage (do.)	600,000	6	March & Sept.	Princeton.	1885	96	Cleveland and Toledo:						
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877		1st Mortgage	244,000	7	April & Oct.	New York.	1867	101
Boston Concord and Montreal:							2d Mortgage	161,000	7	June & Dec.	"	1872	101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102	Tol. Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	"	1863	75
2d Mortgage	300,000	7	"	New York.	1865	100	C. and T. Income Mortgage	250	7	March & Sept.	"	1863	75
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		C. and T. Income (convertible)	119,000	7	Jan. & July.	"	1864	
2d Mortgage Coupons	250,000	7	"	New York.	1870	106	C. and T. Income (convertible)	167,000	7	"	"	1864	
Sinking Fund	200,000	6	"	Boston.	1889	100	C. and T. Dividend (convert.)	123,580	7	April & Oct.	New York.	1865	70
Boston and Lowell:							C. and T. Income (convertible)	5,000	7	March & Sept.	"	1870	
Mortgage	440,000	6	Jan. & July.	Boston.	1873	101	C. and T. (S. F.) Mortgage	1,902,009	7	Jan. & July.	"	1885	103
Buffalo, New York and Erie:							Columbus and Xenia:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	101	Dividend (due 1880, '81, '82, '86)	205,060		June & Dec.	New York.	var.	
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	103	Connecticut River:						
Buffalo and State Line:							Mortgage	250,000	6	March & Sept.	Boston.	1878	103
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	Connecticut and Passump. Rivers:						
Income in '59, '61, '72	200,000	7	Jan. & July.	"	var.		1st Mortgage	800,000	6	June & Dec.	Boston.	1878	98
Unsecured	200,000	7	"	"	1864		Cumberland Valley:						
Special Erie and North-East	149,000	7	"	"	'61-'70		1st Mortgage	151,000	8	April & Oct.	Philadelphia.	1904	
Burlington and Missouri:							2d Mortgage	109,500	8	"	"	1904	
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.			Dayton and Michigan:						
Cairo and Fulton (Mo.):							1st Mortgage	300,000	9	Jan. & July.	New York.	1867	114
State (Mo.) Loan	650,000	6			'78-'79		2d Mortgage	2,505,000	8	"	"	1881	103
Camden and Amboy:							Dayton and Western:						
English debt (S. F.) \$453,093	2,192,923	6	Semi-annual.	London.	1880		1st Mortgage	280,000	7	March & Sept.	New York.	1882	60
Converted Sterling Loan	798,200	5	"	"	1863		2d Mortgage	250,000	7	June & Dec.	"	1882	40
American Loan	782,000	6	"	New York.	1864	106	Delaware:						
Loan for \$500,000	500,000	6	"	"	1867	108	1st Mortgage guar. by P. W. &						
"	790,000	6	"	"	1870	106	Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
"	\$875,000	6	"	"	1875	99	Guaranteed	100,000	6	"	"	1875	106
"	\$1,700,000	6	"	"	1883	95	State Loan	170,000	6	"	"	1870	
"	\$2,500,000	6	"	"	1889	99	Delaware, Lackawanna and W'n:						
Consolid. Mort. Loan \$5,000,000							1st Mortgage (Lack & Western)	900,000	8	April & Oct.	New York.	1871	105
Camden and Atlantic:							1st Mortgage (E. Extension)	1,490,000	7	"	"	1875	110
1st Mortgage Coupon	1,037,376	7	Feb. & Aug.	Philadelphia.	1872		2d Mortgage	2,516,500		March & Sept.	"	1881	112
Catawissa:							Detroit and Milwaukee:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1878	60
Cayuga and Susquehanna:							2d Mortgage	1,000,000	8	"	"	1880	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		3d Mortgage (convertible)	750,000	10	"	"	1883	
Central of New Jersey:							4th Mortgage (G. W. R. R.)	500,000	6	"	"		
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	105	Dubuque and Sioux City:						
2d Mortgage	600,000	7	May & Nov.	"	1875	110	1st Mortgage coupon	800,000	7	Jan. & July.	New York.	1883	
Central Ohio:							Dubuque Western:						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	106	1st Mortgage	344,099	1				
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94	Eastern (Mass.):						
2d Mortgage	800,000	7	June & Dec.	New York.	1865	101	Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103
1st Mortgage (S. F.)	950,000	7	"	"	1885	85	2d Mortgage (convertible)	590,000	6	Jan. & July.	London.	1872	95
4th Mortgage (S. F.)	1,365,800	7	"	"	1876	50	3d Mortgage (convertible)	672,800	6	Feb. & Aug.	Boston.	1874	103
Charleston and Savannah:							1st M. (State) \$75,000 a yr after '64	500,000	6	Jan. Ap. Ju. Oc.	"	'65-'71	
1st Mortgage (endorsed)	510,000	6					East Tennessee and Georgia:						
2d Mortgage	1,000,000	7					State, 1st Mortgage	970,000					
Cheshire:							Endorsed by State of Tennessee	150,000					
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	99	Mortgage (ordinary)	790,688					
Chicago, Burlington & Quincy:							East Tennessee and Virginia:						
Trust Mort. S. F., convertible	470,000	6	Jan. & July.	New York.	1883	112	State, 1st Lien	1,602,000					
" " " " " " " "	3163,000	8	"	"	1883		Endorsed by State of Tennessee	200,000					
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	"	1890		1st Mortgage (after State)	100,000					
2d Mortgage, Inconvertible	940,500	4	July	Frankfort, M.	1890		Redeemable in Stock	66,953					
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867		Eaton and Hamilton:						
Central Military Tract, 2d Mort.	63,000	8	May & Nov.	"	1868		1st Mortgage	757,754	1				
" " " " " " " "	65,000	8	March & Sept.	"	1876		Erie and North-East:						
Chicago and Alton:							Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	'61-'70	</

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Description.	Amount.	Interest.	Interest.			Description.	Amount.	Interest.	Interest.			Description.	Amount.	Interest.	Interest.		
			When payable.	Where payable.	Due.				Price.	When payable.	Where payable.				Due.	Price.	
Galena and Chicago Union:						Memphis and Ohio:											
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	State (Tenn.) Loan	1,340,000	6									
2d Mortgage (S. F.) Coupon	1,386,000	7	May & Nov.	"	1875	Michigan Central:											
Elgin and State Loan	199,000		Jan. & July.	"	1879	1st Mortgage Sterling	467,459	6	Jan. & July.	London.	1872	98					
Great Western, Ill.:						1st Mortgage S. F. (convertible)	500,000	8	March & Sept.	"	1889	94					
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1893	1st Mortgage (convert.) Dollar	2,230,500	8	"	N. Y. & Boston	1889	110					
" Eastern	1,350,000	7	Feb. & Aug.	"	1886	1st Mortgage (convert.) Dollar	216,000	8	April & Oct.	"	1882	112					
Hannibal and St. Joseph:						1st Mortgage (S. F.) convertible	4,328,000	8	"	"	1882	112					
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	73-87	Mich. Southern and N. Indiana:											
Land Security	3,844,600	7	April & Oct.	"	1881	Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1890	100					
Convertible Bonds	822,000	7	Jan. & July.	"	1883	Northern Indiana, 1st	21,000	7	Feb. & Aug.	"	1881	107					
Harrisburg and Lancaster:						Erie and Kalamazoo	41,000	7	March & Sept.	"	1882						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	Northern Indiana, conv.	10,000	7	Feb. & Aug.	"	1883	81					
Hartford and New Haven:						Jackson Branch	77,000	7	"	"	1885	48					
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	Goshen Air Line	603,000	7	"	"	1888	100					
Houston:						Detroit and Toledo	734,000	7	"	"	1876	98					
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	"	1885	108					
Houston and Texas Central:						2d General Mortgage	2,194,500	7	"	"	1877	90					
State (1st Lien) Loan	210,000					Milwaukee and Beloit:											
Mortgage	125,000	7				1st Mortgage	680,000	8									
Rudson River:						Milwaukee and Horicon:											
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	1st Mortgage	420,000	8									
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	2d Mortgage	600,000	8									
3d Mortgage	1,840,000	7	May & Nov.	"	1875	Milwaukee and Prairie du Chien:											
Convertible	1,002,000	7	"	"	1887	1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	105					
Illinois Central:						Minnesota and Pacific:											
Optional Right bonds	33,000	7	Jan. & July.	New York.	1883	Real Estate	1,200,000	7	Jan. & July.	"	1892						
Construction	11,432,500	7	April & Oct.	London.	1875	Mississippi Central:											
Construction	2,896,500	6	"	New York.	1875	1st Mortgage	1,007,383	7									
Eight per cent. bonds	287,000	8	March & Sept.	"	1885	Mississippi Central and Tenn.											
Indiana Central:						State (Tenn.) Loan	629,000	6									
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886	Mississippi and Missouri:											
2d Mortgage	361,000	10	"	"	1888	1st Mortgage (convertible)	1,000,000	7		New York.							
Income	20,500					2d Mortgage (S. F.)	400,000	8		"	1875	184					
Indianapolis and Cincinnati:						Oaklons Division	590,000	7	Jan. & July	"	1875	184					
1st Mortgage	500,000	7	Jan. & July.	New York.	1896	1st Land Grant	2,740,000	7	"	"		47					
2d Mortgage	400,000	7	"	"	1882	2d Land Grant	650,000		"	"							
Real Estate Mortgage	200,000	7	"	"	1858	Income bonds	511,000										
Ind. Pittsburg and Cleveland:						Mississippi and Tennessee:											
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	Tennessee State Loan	98,000	6			1885						
2d Mortgage	347,000	7	"	"		Mississippi State Loan	202,799	6									
Indianapolis and Madison:						1st Mortgage	171,000	7			1876						
Mortgage	640,000	7	May & Nov.	New York.	1881	Mobile and Ohio:											
Jeffersonville:						City (Mobile) Tax Loan	400,000	6									
1st Mortgage	187,000	7	March & Sept.	New York	1861	Tennessee State Loan	674,890	6									
2d Mortgage	892,000	7	April & Oct.	"	1873	Alabama State Loan	389,410	6									
*Kennebec and Portland:						Income	1,608,070	6	Jan. & July.	New York.	191-97						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	Sterling	878,036	6			1883						
2d Mortgage	230,000	6	"	Augusta.	1861	Mississippi State Loan	200,970	6									
3d Mortgage	250,000	6	"	"	1892	Montgomery and West Point:											
*Kentucky Centr. (Gov. and Lex.)						Alabama State Loan	122,622										
1st Mortgage	160,000	6				Mortgage (due 1880, '83 and '85)	350,000	6			var.						
2d Mortgage	260,000	7				Mortgage	450,000	8			1896						
3d Mortgage (convertible)	1,000,000	7				Muscooge:											
4d Mortgage	600,000	7				1st Mortgage	249,000	7									
Guaranteed by Company	200,000	6				Nashville and Chattanooga:											
Cincinnati (exchanged)	100,000	6				Mortgage (State endorsed)	1,500,000										
Keokuk, Ft. D. Moines and Minn.						Chat. and Elev. Subco. (endora)	231,000										
City of Keokuk, 20 years	400,000	8				*New Albany and Salem:											
City of Keokuk, (special tax)	150,000	10				Crawfordsville	175,000	7									
Keokuk, Mt. Pleasant and Musco.						1st Mortgage	600,000	10									
Leo County	150,000	8				1st Mortgage	2,286,000	6									
City of Keokuk	200,000	8				N. Hav., N. Lond. and Stonington:											
La Crosse, Viroqua & Mineral Pt.						Mortgage	450,000	7	March & Sept.	New Haven.	1861						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	2d Mortgage	200,000	6	Jan. & July.	"	1869	96					
Lehigh Valley:						Extension	116,000	6	May & Nov.	"	1878						
1st Mortgage	1,468,000	6	May & Nov.	Philadelphia.	1873	New Haven and											

AMERICAN RAILROAD BOND LIST.

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Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
N. York, Providence and Boston:							Racine and Mississippi:						
1st Mortgage	\$222,000	6	Feb. & Aug.	New York.	73-78	---	1st Mortgage (Eastern Division)	\$280,000	8	-----	New York.	1875	35
North Carolina:							1st Mortgage (West'n Division)	757,000	8	-----	" "	1875	---
State Loan	3,000,000	6	-----	-----	-----	---	Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000	---	-----	-----	1862	---
1st Mortgage	700,000	---	-----	-----	-----	---	Richmond and Danville:						
2d Mortgage	224,500	---	-----	-----	-----	---	State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	---
Northern Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	---
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	---	Mortgage (Coupon)	250,000	7	Feb. & Aug.	" "	1869	---
Md. State Loan (Irredeemable)	1,500,000	6	" "	" "	1870	102	Richmond, Fred. and Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	" "	1871	---	Sterling (£87,000)	324,006	6	-----	-----	1860	---
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	" "	1877	102 1/2	Richmond and Petersburg:						
Y. and C. guar. by Balt. 2d Mort.	600,000	6	" "	" "	1877	---	Coupon	150,000	---	-----	-----	1875	---
N. O. Contract	7,100	6	Ja. Ap. Ju. Oc.	" "	1876	---	Rutland and Burlington:						
Construction, 2d Mort.	2,500,000	6	Jan. & July.	" "	1888	96	1st Mortgage	1,500,000	7	Feb. & Aug.	Boston.	1863	64
Northern (Ogdensburg):							2d Mortgage	637,500	7	" "	" "	1863	23 1/2
1st Mortgage	1,500,000	7	April & Oct.	New York.	1869	94	3d Mortgage	440,000	7	" "	" "	1863	---
2d Mortgage	5,077,000	7 1/2	" "	" "	1861	25 1/2	Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	---
State Loan (30 years)	4,250,000	6	Jan. & July.	New York.	72-77	98	2d Mortgage	325,000	10	Feb. & Aug.	San Francisco.	1881	---
North Pennsylvania:							Sandusky, Dayton and Cincinnati:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	92	1st Mortgage	812,000	7	Feb. & Aug.	-----	1890	---
Chattel Mortgage	280,000	10	" "	" "	1887	110	2d Mortgage	185,000	7	-----	-----	1896	---
Northern (N. H.):							3d Mortgage	318,500	7	-----	-----	1875	---
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	64-74	100 1/2	Six per cents	113,223	6	-----	-----	1873	---
Norwich and Worcester:							Sandusky, Mansfield and Newark:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	---	1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	29
Bonds for Dividend Serp.	100,000	7	" "	New York.	64-74	---	Saratoga and Whitehall:						
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	63-70	---	1st Mortgage	250,000	7 1/2	April & Oct.	New York.	1858	---
Ohio and Mississippi (O. and Ind.):							1st Mortgage (R. and W. Br.)	100,000	7 1/2	March & Sept.	" "	1856	---
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	56	Seaboard and Roanoke:						
2d Mortgage	258,000	7	April & Oct.	" "	1880	---	1st Mortgage	200,000	7	-----	-----	1890	---
Construction	4,242,000	7	March & Sept.	" "	1876	17	2d Mortgage	75,000	7	-----	-----	1870	---
Income	5,230,000	7	May & Nov.	" "	1881	---	South Carolina:						
Orange and Alexandria:							State Loan	187,000	6	-----	-----	1868	---
1st Mortgage	400,000	6	May & Nov.	New York.	1866	---	Sterling	183,233	6	-----	-----	1863	---
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	---	Sterling	2,000,000	5	-----	London.	1896	---
3d Extension	600,000	8	May & Nov.	" "	1873	---	Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000	---	-----	-----	---	---
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	72	South-Western (Ga.):						
State Loan (S. W. Branch)	1,228,000	6	" "	" "	87-89	---	1st Mortgage	631,000	---	-----	-----	1875	---
Construction	5,236,000	7	" "	" "	---	55	*Springfield, Mt. Vern. and Pittab.						
Panama:							1st Mortgage	500,000	---	-----	-----	---	---
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100	2d Mortgage	450,000	---	-----	-----	---	---
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	" "	1872	---	*Steuern. and Ind. (P. C. and C.):						
Pennsylvania:							1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	---
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia	1880	107	2d Mortgage	900,000	7	" "	" "	1866	---
2d Mortgage	2,021,000	6	April & Oct.	" "	1875	103 1/2	St. Louis and Iron Mountain:						
2d Mortgage Sterling	2,238,840	6	" "	London.	1875	---	State (Mo.) Aid	3,801,000	6	-----	New York.	---	90
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105	St. Louis City Subscription	500,000	---	-----	-----	---	---
Penobscot and Kennebec:							St. Louis County Subscription	1,000,000	---	-----	-----	---	---
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	74-76	---	Sunbury and Erie:						
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	---	1st Mort. (Sunbury to Wmsp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
3d Mortgage (Coupon)	156,600	6	March & Sept.	" "	1871	---	Mortgage (half to State)	7,000,000	5	Jan. & July.	" "	75-78	---
Puerto Rico and Aguadilla:							Syracuse, Binghamton and N. Y.:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	---	1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	---
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	---	St. Louis, Alton & Terre Haute:						
Petersburg and Lynchburg (S. Side):							1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	98
State (Va.) Loan (S. F.)	800,000	7	-----	-----	-----	---	" " (series B)	1,100,000	7	April & Oct.	" "	1894	4
1st Mortgage (1859-70-75)	865,000	6	-----	-----	-----	var.	2d " " pref. (series C)	1,400,000	7	Feb. & Aug.	" "	1894	82
2d Mortgage (1862-70-75)	278,000	6	-----	-----	-----	var.	" " (series D)	1,400,000	7	May & Nov.	" "	1894	4
3d Mortgage (1866-68)	175,000	6	-----	-----	-----	var.	" " Income (series E)	1,700,000	7	" "	" "	1894	76
Special Mortgage (1866-68)	175,000	6	-----	-----	-----	var.	Tennessee and Alabama:						
Last Mortgage (1861 to 1869)	132,500	8	-----	-----	-----	var.	State (Tenn.) Loan	814,000	---	-----	-----	---	---
Phila., Germantown and Norris'n:							Terre Haute and Richmond:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	106	1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	---
Convertible Loan	292,500	6	" "	" "	1885	119	Toledo and Wabash:						
Philadelphia and Reading:							1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	99
Bonds of 1894 (unconvertible)	408,000	5	Jan. & July.	Philadelphia	1897	---	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	" "	" "	1865	---
" " 1893	182,400	5	" "	" "	1890	103	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	78
" " 1891	2,950,000	6	April & Oct.	" "	1870	101	2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	---
" " 1889	110,000	6	Jan. & July.	" "	1871	109	Interest Bonds	151,830	7	-----	-----	---	88
" " 1887	1,531,800	6	" "	" "	1880	99	Vermont Central:						
" " 1885	810,000	6	" "	" "	1880	99	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	70
" " 1884	101,000	6	" "	" "	1880	99	2d Mortgage Coupon	1,135,000	7	Jan. & July.	" "	1867	23
" " 1883	67,000	6	" "	" "	1880	99	Virginia Central:						
" " 1882	67,000	6	" "	" "	1880	99	Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
" " 1881	2,480,500	6	" "	" "	1886	135 1/2	Mortgage (coupons)	193,000	5	" "	Richm'd	1872	---
" " 1880	1,442,000	7	" "	" "	1886	133	Mortgage (coupons)	926,000	6	" "	New York.	1884	---
Phila., Wilmington and Baltimore:							Virginia and Tennessee:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia	1884	132 1/2	State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	---
Improvement	14,500	6	May & Nov.	Boston.	1863	---	1st Mortgage	600,000	6	" "	New York.	1872	80
Pittsburg and Connellsville							2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	---	Balt Works Br. Mort. due '63-'61	203,000	6	" "	Lynchburg.	var.	---
Pittsburg, Ft. Wayne and Chicago:							Warren (N. J.):						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108	1st Mortgage	668,500	7	Feb. & Aug.	New York.	1875	---
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	---	Warwick Valley, N. Y.:						
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	---	1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
" " (series D)	875,000	7	April & Oct.	" "	1912	---	" " Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
" " (series E)	875,000	7	May & Nov.	" "	1912	---	Watertown and Rome:						
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	---	Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107 1/2
2d " " (series G)	860,000	7	Jan. & July.	" "	1912	99	Western (Mass.):						
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	---	Sterling (£899,900)	4,319,520	5	April & Oct.	London.	78-71	---
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	---	Dollar Bonds	850,000	6	" "	Boston.	1875	102 1/2
" " (series K)	860,000	7	April & Oct.	" "	1912	---	Albany City Bonds	1,000,000	6	Jan. & July.	" "	76-78	103
" " (series L)	860,000	7	May & Nov.	" "	1912	---	Hudson & Boston R. R. Loan	180,000	6	June & Dec.	" "	dem.	---
" " (series M)	860,000	7	June & Dec.	" "	1912	94	Elmira and Williamsport:						
3d Bridge Bonds	2,000,000	7	April	Philadelphia	1876	---	1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia	1880	101
Chicago Depot Bonds	297,753	8	May & Nov.	Chicago.	1865	---	Wilmington and Manchester:						
" " 39,420	39,420	8	May & Nov.	" "	1865	---	1st Mortgage	590,000	7	May & Nov.	New York.	1866	69 1/2
Pittsburg and Steubenville:							2d Mortgage	200,000	7	" "	" "	1872	---
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	---	Wilmington and Weldon:						
Potomac and Waterstown:							Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	---
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-74	---	Sterling, issued in 1858	144,500	6	-----	-----	1863	---
Quincy and Chicago:							Company's endorsed by State.	150,000	6	-----	-----	1873	---
1st Mortgage	1,200,000	---	-----	-----	1873	---							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (.....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Price of	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.	Dividends.		
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. a.		
ALABAMA.																						
30 Jun. '60	65.0				50.6			Alabama and Florida	1,451,336			877,953	503,500	105,255	1,515,704	54.0		101,102	37,866			
23 Feb. '59	30.3				58.1	2	2	Alabama and Mississippi	461,506	30,991		335,010	109,500	21,037	518,965	30.3		55,791	31,852			
31 May '60	109.6				57.8	11	9	Ala. and Tennessee Rivers	2,281,927	184,906		1,087,006	777,777	240,485	2,476,023	109.6		207,626	111,232			
30 Jun. '60	67.0				171.8			Mobile and Girard	1,500,000							57.0	286,791	76,778	21,006			
1 May, '61	499.3	13.5			49.4	40	28	Mobile and Ohio	12,000,000									1,402,858	695,370			
10 Feb. '60	88.5	28.4				28	14	Montgomery and West Point	1,838,718	427,266	100,000	1,419,769	922,622	23,579	2,582,505	116.9		505,156	260,369	5		
ARKANSAS.																						
1 Nov. '58	38.5				107.5			Memphis and Little Rock	553,877			351,524	446,000	10,725	811,949							
CALIFORNIA.																						
30 Dec. '60	22.5							Sacramento Valley	1,493,850			793,850	700,000		1,493,850	22.5		230,251	104,504			
CONNECTICUT.																						
31 July '63	23.8			1.9	4	7	45	Danbury and Norwalk	847,940	66,483		307,000	100,000		422,290	23.8		46,938	65,909	5		
31 Jan. '64	122.4			15.6	75.1	16	29	Hartford, Provid. and Fishkill	3,902,356	302,611		2,037,940	1,336,740	213,876	4,304,560	122.4		281,451	408,410			
31 Aug. '64	61.6	11.2		66.2	22	37	321	Hartford and New Haven	3,260,908	264,000	137,036	2,350,000	927,000		4,280,000	72.8		458,245	1,332,207	17		
31 Dec. '63	74.0			8.9	10	17	24	Housatonic	2,439,776			2,000,000	191,000	64,850	2,439,776	124.0		183,367	329,539	98		
31 Dec. '63	67.0			1.8	7	16	177	Naugatuck	1,490,193			1,031,800	305,050	26,084	1,460,108	62.0		129,574	265,397	8		
29 Feb. '64	61.0			2.3	8	17	28	N. Haven, N. London and Ston.	1,454,040			783,538	750,000	156,429	1,644,967	62.0		172,124	212,559			
30 Nov. '63	8.45	4.3		9.6	3	3	3	New Haven and Northampton	2,305,204	28,748		1,010,000	650,000		2,363,942			156,683	78,031	34		
31 Dec. '63	66.0			5.9	8	12	84	New London Northern	687,152			602,105	61,000		687,152	66.0		155,916	195,055	7		
31 Mar. '64	61.3	1.0		63.8	29	75	408	New York and New Haven	4,721,932	764,877	214,100	3,572,800	2,000,000		6,312,367	117.4		570,410	1,424,772	12		
30 Nov. '63	59.4	7.0		8.8	16	17	363	Norwich and Worcester	2,463,988	149,711		2,122,600	764,300	21,126	3,074,971	66.4		307,841	432,559	10		
DELAWARE.																						
31 Oct. '60	84.3				10.7			Delaware	1,552,237			406,132	870,000	271,877	1,607,684	84.3		136,631	138,970	41,466		
31 Oct. '62	16.2							Newcastle and Frenchtown	704,360		18,585	744,520		5,024	749,544	5.0		27,283	10,290	9		
FLORIDA.																						
30 Apr. '60	32.0				150			Florida														
30 Apr. '60	32.0				8.0	13.0	8	Florida and Alabama	532,791	30,556		191,485	195,000	75,894	619,112	32.0		7,357	8,585			
30 Apr. '60	59.9				5.0			Fla., Atlantic and Gulf Central														
30 Apr. '60	100.0	3.9			153.5			Pensacola and Georgia														
GEORGIA.																						
30 Jun. '60	86.7				16	7	124	Atlanta and West Point	1,192,389			1,250,000	126,000		1,597,385	86.7		418,086	265,827	8		
30 Dec. '60	58.0				8.7	70.9		Atlantic and Gulf—M. Trunk				733,700	129,500			30.0						
30 Apr. '60	43.5				23.7			Augusta and Savannah	1,082,200			151,887				53.0		168,988	95,612			
30 Nov. '60	191.0				68	62	697	Brunswick and Florida	755,000			4,366,800			6,500,173	229.0		879,468	1,715,025	764,574		
31 Mar. '60	171.0	61.0			19	16	107	Central of Georgia (and Bank)	4,366,800		1,008,950	4,156,000	312,500		8,123,343	232.0		1,155,188	628,043	8		
30 Nov. '60	102.5				19	16	107	Georgia (and Bank)	4,156,000			4,156,000		12,295	1,658,976	102.5		226,241	404,614	212,676		
31 July '59	50.0				7	2	107	Macon and Western	1,500,000			699,950	249,000		1,026,888	50.0		202,714	110,516	8		
1 May, '58	68.1				8	4	33	Macon and Western	774,244	162,584		1,275,901	10,200	180,621	1,473,140	71.6						
31 July '60	106.1	100.8	16.2		18	22	201	Savannah, Albany and Gulf	1,386,634	52,374		2,921,900	386,500	19,913	3,822,913	228.8			388,858	13		
30 Sep. '60	128.0				52	24	705	South Western	3,770,435			built and own'd by State				138.0		832,343	454,541			
ILLINOIS.																						
31 Dec. '63	220.0				52	32	846	Chicago and Alton	8,280,639			4,205,989	4,085,000		9,392,415	281.0		1,002,440	1,673,706	701,366		
30 Apr. '64	240.0	096.0	47.0		98	60	1,775	Chicago, Burlington and Quincy	11,749,270	2,178,055		6,571,140	6,125,031		14,837,539	394.0		1,955,519	3,090,211	1,350,499		
1 Apr. '63	242.0				29.0	36	23	Chicago and Northwestern	12,325,899	610,983		3,731,316	3,335,000	225,641	13,147,138	242.0		1,088,054	448,508			
31 Mar. '64	181.8				61	69	1,195	Chicago and Rock Island	7,429,633			6,000,000	1,402,748		8,280,576	228.4		1,102,880	1,108,414	6		
31 Dec. '63	121.0	138.7	50.0		74	81	1,459	Galena and Chicago Union	8,040,184	1,866,988	525,451	6,028,400	3,506,000		10,952,116	341.7		1,484,088	2,201,431	1,270,400		
31 May, '63	174.5	5.5	14.3		21	22	504	Great Western	4,039,581			1,848,561	2,350,000		4,214,342	180.0		742,097	377,476			
31 Dec. '63	454.8	252.5			116	101	2,978	Illinois Central	28,610,229			19,015,970	17,320,000		36,335,970	708.3		3,010,697	4,671,028	2,118,847		
	148.0							Ohio and Mississippi	4,370,586			1,780,295	3,292,403			148.0						
31 Dec. '63	195.0	14	12.2		31	30	424	St. Louis, Alton & Terre Haute	10,000,000			3,900,000	6,700,000		10,600,000	209.0		18 moa.	2,202,415	704,560		
INDIANA.																						
31 Aug. '57	108.0							Cincinnati and Chicago	2,090,433			1,106,679	1,006,126		61,772	2,238,748	108.0					
31 Dec. '62	72.4				19	17	266	Evansville and Crawfordsville	2,238,413		2,750	986,061	1,219,100		61,772	2,238,748	109.0		249,887	119,342		
1 Dec. '58	89.8	20.2			23	19	313	Indiana Central	1,997,089	274,051	26,641	611,050	1,254,500	15,900	2,102,761	109.0		442,898	158,541	72		
1 Dec. '63	84.0				23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,387,284	140,689	3,458,108	110.0		448,858	230,534	9		
1 Dec. '62	78.0				15	14	201	Ind., Pittsburg and Cleveland	1,345,508		10,000	1,299,571	998,000		2,491,368	84.0		355,887	598,092	350,525		
31 Mar. '64	86.0	46.0	8.0		17	10	263	Jeffersonville	1,540,518		278,234	1,015,907	621,000		2,175,223	108.0		312,859	527,868	268,156		
31 Mar. '64	86.0	46.0	8.0		17	10	263	Indianapolis and Madison	1,484,347			819,900	640,000		1,538,743	132.0		315,179	117,941	6		
								Levee, N. Albany & Chicago	6,000,000			2,800,000	3,000,000	2,000,000		6,000,000	288.0		645,827	371,400		
30 Nov. '68	73.0				21	17	415	Terre Haute and Richmond	1,611,450		285,679	1,517,450	94,000		2,326,955	73.0		367,302	774,615	307,527		
IOWA.																						
1 Jan. '58	75.5				201.5			Burlington and Missouri	1,514,257			762,783	605,000	92,663	1,542,768	50.0						
31 Dec. '59	86.0							Chicago, Iowa and Nebraska	1,350,000			516,072	389,084		369,084	86.0		7 mo'a.	86,239	44,771		
31 Dec. '63	100.0				259.0	10	18															

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Year ending	Railroad			Road in progress or projected	Equipment			Companies	Abstract of Balance Sheet										Earnings				
	Main Line	Lateral and Branch Lines	and Trunk and Siding		Engines	Cars			Property and Assets					Liabilities					Gross	Net	Dividends	Price of shares	
						Passenger	Freight, etc.		Railroad and Appurtenances	Rolling Stock	Invested in foreign works	Share Capital paid in	Bonded and Mortgage Debt	Floating Debt	Balance Total, incl. all other assets and liabilities	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains						
	M.	M.	M.	M.	No.	No.	No.																
MAINE.																							
30 Nov. '82	55.0				6	4	74	Androscooggin	1,050,000			151,833	444,638		206,594	767,381	36.5	76,344	79,761	43,461			
30 Jan. '82	149.0		25.0		41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,063,491			7,993,475	149.0	oper. by	Gd. Tr.			45	
30 Sep. '81	63.0		8.0		12	11	120	Kennebec and Portland	2,971,284			1,287,779		371,145	2,990,988	109.5	159,953	172,113	91,437				
31 May, '83	99.7	2.5			13	2	231	Maine Central	4,211,873		21,925	1,050,860	3,063,461	139,352	4,259,303	109.2	186,240	323,092	174,028				
31 May, '83	61.3				10	4	109	Portland, Saco and Portsmouth	1,500,000		100,000	1,500,000			1,649,414	51.3	164,991	350,853	188,121	6	104		
31 May, '83	37.0							Somerset and Kennebec	783,768			169,200	556,900			77.0		55,408	28,404				
MARYLAND.																							
30 Sep. '80	270.6	7.2			235	124	3,272	Baltimore and Ohio	21,314,042	3,004,731	3,679,907	13,118,902	10,781,833	366,070	31,241,011	236.8		3,922,203	2,305,788	6	110		
30 Sep. '80	30.0				7	33	197	Washington Branch	1,690,000			1,690,000			1,824,305	39.0	187,427	462,890	290,840	9	127		
31 Dec. '83	138.0	4.0	16.4		53	29	1,318	Northern Central	7,916,244	774,568	601,395	2,260,000	4,850,000		10,346,232	251.0	1,012,096	2,307,448	620,581				
MASSACHUSETTS.																							
30 Nov. '83	23.7	1.3	43.9		22	40	616	Boston and Lowell	2,245,248	183,345		1,820,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	109		
30 Nov. '83	74.3	8.8	51.1		36	74	655	Boston and Lowell	4,890,349	446,557	496,908	4,076,974			4,076,974	119.3	649,882	1,018,326	482,656	8	123		
30 Nov. '83	47.0	7.0	32.5		25	41	238	Boston and Providence	2,952,600	207,400		3,160,000	87,720		3,247,720	61.8	428,301	853,727	397,729	8	131		
30 Nov. '83	44.6	24.0	69.1		30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000			4,500,000	83.5	573,514	1,202,654	488,357	9	132		
30 Nov. '83	46.0	1.1	2.7		7	15	102	Cape Cod Branch (par 60)	907,750	123,555		681,666	121,000		1,087,722	47.1	77,039	130,668	69,191	6	103		
30 Nov. '83	50.9	2.4	9.5		12	19	164	Connecticut River	1,614,375	187,555		1,591,100	250,000		1,843,285	52.4	169,351	344,194	168,008	6	108		
30 Nov. '83	44.2	30.6	27.5		29	71	424	Eastern	4,007,265	315,165	284,102	3,000,000	1,857,000	56,500	4,894,100	86.0	477,733	812,556	390,594	6	101		
30 Nov. '83	40.9	42.5	74.8		25	37	457	Fitchburg	3,189,851	360,149		3,540,000			3,874,507	93.4	389,733	732,262	328,043	8	115		
30 Nov. '83	12.4		2.3		2	4	26	Lowell and Lawrence	832,885	30,275		200,000	75,000	3,961	967,408		21,780	21,780	21,780	6	102		
30 Nov. '83	14.5	17.9			10	17	804	Nashua and Lowell	558,919	95,684		600,000			704,536	71.0	167,154	223,764	59,977	8	127		
30 Nov. '83	30.1	1.5	1.2		5	19	60	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000		785,600	38.7	41,995	164,207	54,787	6	102		
30 Nov. '83	33.0		0.7		4	6	19	N. York and Boston Air Line	1,079,387	40,222		367,155	832,900	206,502	1,245,566	33.0	67,833	53,233		10			
30 Nov. '83	79.5	7.8	28.5		25	64	605	Old Colony and Fall River	3,179,661	254,609		3,015,100	416,000	339,916	3,771,016	102.1	436,407	722,668	411,544	7	118		
30 Nov. '83	48.4	1.6	14.9		13	16	668	Providence and Worcester	1,409,228	218,192		1,650,000	23,000		1,676,000	44.4	226,461	384,412	169,145	8	140		
30 Nov. '83	16.9		1.7		3	4	197	Salem and Lowell	851,470	82,543		243,305	23,900	1,383	411,692		17,520	17,520	17,520	1	119		
30 Nov. '83	11.3	0.6	1.2		3	11	72	Taunton Branch	278,429	39,727		250,000			298,932	11.7	51,675	166,406	33,898	8	116		
30 Nov. '83	6.1		86.5					Troy and Greenfield	1,008,250			923,942	979,890		1,903,252					40			
30 Nov. '83	69.8	8.0	6.5		10	13	179	Vermont and Massachusetts	3,309,557	207,242		2,214,225	925,769		3,821,695	77.3	112,604	271,816	140,136	41			
30 Nov. '83	156.1	17.3	126.6		78	63	1,479	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712		5,150,000	6,287,620		4,743,041	218.0	1,275,925	2,439,831	1,322,831	10	144		
30 Nov. '83	46.7		9.8		10	12	145	Worcester & Nashua (par 53)	1,116,597	116,000		1,141,000	108,700	39,891	1,373,159	46.7	188,647	251,024	132,153	6	97		
NEW HAMPSHIRE.																							
31 Mar. '83	93.5		5.6		14	10	232	Boston, Concord and Montreal	2,850,000	*		1,800,000	1,050,000		2,902,550	93.5		247,279	124,406			62	
30 Nov. '83	58.6		8.0		18	16	246	Cheshire	2,475,546	322,286		2,085,225	685,400		2,969,852	53.6	333,025	382,183	130,645	2			
31 Mar. '83	34.5				21	22	490	Concord (par 50)	1,500,000			1,500,000			1,564,506	61.3		470,076	125,286	7	63		
31 Mar. '83	29.3		2.5		2			Manchester and Lawrence	1,065,345	*		1,000,000	12,900	20,904	operated by			Concord R. R.	83,524	7	113		
31 Mar. '83	29.3		2.8		2	4	80	Merrimack and Conn. Rivers	898,258	*		595,588	168,000		62.7		37,791	11,913					
31 Mar. '83	69.9	13.0	12.5		24	14	424	Northern New Hampshire	3,068,400	*		3,068,400	220,700	59,114	3,248,214	82.0		369,846	193,718	4	88		
30 Apr. '83	94.7		2.2		6	2	50	Sullivan	1,490,780	*		500,000	750,000	277,210		24.7		81,121	13,183				
NEW JERSEY.																							
31 Dec. '82	64.2		8.1					Belvidere Delaware	3,170,126	*		697,862	2,089,500	173,982	8,261,344	76.0		259,921	118,538				
31 Dec. '82	62.9	32.5			8.0			Camden and Amboy	6,070,288	*	3,971,080	5,000,220	8,620,181		124.2		8,040,148	1,728,548	10	1314			
31 Dec. '82	60.2							Camden and Atlantic	1,837,333	*		1,000,553	1,037,376	117,095	2,155,024	60.2		144,356	65,128	15			
31 Dec. '83	64.0		48.0		100	51	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000		7,708,800	64.0	812,041	1,941,276	1,237,244	10	175		
31 Dec. '83	63.0				45.5	11	16	Morris and Essex	1,674,061	*	57,000	1,187,800	340,000	87,080	1,646,635	58.0		293,557	103,645	7	116		
31 Dec. '83	31.3							New Jersey	3,040,516	448,573	1,461,386	4,397,800	642,500	400,017	5,789,674	33.8		1,286,600	694,914	10	158		
31 Dec. '82	21.3				2	6	17	Northern New Jersey	422,297	*		156,850	204,200	77,798	438,798	21.2		90,611	29,592	170			
31 Dec. '82	24.0							Raritan and Delaware Bay	2,450,417	*		1,203,553	1,250,000	143,602	2,597,161		[2 mos.]	10,586	24,242	63			
31 Dec. '82	24.0							Warren	1,907,760	*		1,307,750	600,000		1,907,750	24.0		239,889	154,908	64	103		
31 Dec. '82	28.5				47			West Jersey	821,984	*		581,893	212,500	31,748	821,984		82,686	90,122	43,622	64	103		
NEW YORK.																							
30 Sep. '83	35.0		1.0	105.0	8	6	39	Albany & Susquehanna	1,192,179	64,853		978,670	120,000	34,888	1,257,037			320,223	176,095				
31 Dec. '83	48.9		3.1		8	8	140	Atlantic and Great Western	1,587,725	*		908,996	1,687,665		2,587,725	48.9		320,223	176,095				
30 Sep. '83	142.0		13.0		28	41	600	Buffalo, New York and Erie	3,369,083			850,000	2,896,000	1,070	3,860,083	160.3	618,300	1,134,256	317,213	6	108		
30 Sep. '83	63.2		14.5		32	37	600	Buffalo and State Line	2,269,835	515,576	149,000	2,051,750	1,149,000		3,360,000	88.0	595,428	1,691					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

A asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies nil. Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.					
	Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.						Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with train.	Earnings.		Price of share.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.	Dividends.							
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.				
PENNSYLVANIA.																								
31 Dec. '93	93.0	25.0	11.0	19.0	28	6	408	Atlantic and Great Western	5,634,039			1,783,506	3,856,000		5,634,039	100.0		360,215	171,286					
31 Oct. '93	24.5	24.9			19	8	1,308	Beaver Meadow	1,064,230	400,560		1,983,900	1,000		1,984,900	24.5	247,080	583,219	342,661		75			
31 Sep. '93	65.0	6.0			11	359		Catawissa	3,634,000			3,500,000	284,000	3,868,380		3,862,380	146.0	328,613	308,567	11,465	181			
31 Oct. '93	59.0		4.0	12	6	66		Cumberland Valley	1,181,037			966,900	270,000	16,481	1,248,381	152.0	165,712	275,338	118,193		104			
31 Oct. '93	110.7	2.8	47.2		74	20	1,830	Del., Lackawanna and West'n	7,019,294	2,160,583		5,698,250	4,571,000	1,006,951	13,275,201	202.0	1,469,494	1,757,083	828,143		222			
31 Oct. '93	35.9	1.1	3.2		7	4	65	East Pennsylvania	1,161,430	104,941		604,190	598,400		1,212,590	36.9	151,820	238,243	150,163		31			
31 Dec. '93	78.0		8.5		16	7	647	Elmira and Williamsport	2,083,607			1,000,000	1,000,000	Leas'd to North'n Cen.		196,907	334,700	110,368						
31 Oct. '93	18.9							Erie and Northeast	700,000			600,000	400,000		1,000,000	18.0	144,871	423,858	169,268		10			
31 Oct. '93	36.9	18.0	17.0					Harrisburg and Lancaster	1,882,560			1,182,550	700,000		1,882,550	55.5	oper. by Penn. R.R. Co.				611			
31 Oct. '93	32.0		1.3	44.3	3	3	10	Hempfield	1,616,560	41,340		1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,168		30			
31 Oct. '93	31.3	14.5	10.5		14	2	100	Huntingdon and Broad Top	1,927,246			622,246	1,325,992	223,090	2,174,427	54.0	143,572	259,629	101,670					
31 Dec. '93	80.0		17.0		16	7	1,068	Lackawanna and Bloomsburg	2,802,846			719,000	1,929,065	68,833	2,707,898	80.0	835,700	478,118	243,838					
31 Oct. '93	46.9	34.0	32.0		19	12	1,209	Lehigh Valley	3,622,008	869,222		2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	724,074		711			
31 Oct. '93	28.5	5.5	8.0		10			Little Schuylkill	1,371,855			2,646,100	990,000	62,227	3,688,327	Phil'a. & Reading R.R.					7			
31 Oct. '93	24.5	106.0	63.3		31			Mine Hill and Schuylk. Haven	3,311,613			4,132,935			4,132,935	130.0	819,162	363,367	89,961		161			
30 Nov. '93	55.6	13.2	10.5		17	27	613	North Pennsylvania	6,485,709	404,764		3,147,750	3,104,287		6,252,037	68.8	274,990	411,896	273,391		26			
31 Dec. '93	300.8	581	519.0		290	173	4,926	Pennsylvania	27,048,314	2,543,484	2,883,457	13,490,250	16,949,124		38,245,668	356.9	5,311,302	1,891,413	5,111,412		62			
31 Oct. '93	17.0	7.0	42.0	17.0	19	41	101	Phila., Germant'n & Norrist'n	1,131,079	236,439		1,267,200	405,000		1,672,200	24.0	244,426	324,439	173,665		571			
31 Oct. '93	230.0	21.5	68.0	36	5	539		Phila. and (Sunbury) Erie	27,048,314	2,543,484		5,010,944	8,528,000		13,619,996	230.0	428,759	699,500	193,486		256			
30 Nov. '93	147.4	61.1	211.3		166	67	8,430	Philadelphia and Reading	31,124,422	3,765,774	679,348	13,211,238	10,667,328		26,613,828	403.0	2,721,689	6,252,002	3,704,900		744			
31 Oct. '93	28.2		1.9					Philadelphia and Trenton	618,822			999,200	250,000		1,249,200	28.2	187,074	644,050	363,648		145			
31 Oct. '93	95.9		51.4		86	95	828	Phila., Wilmington and Balt.	8,774,500		351,129	7,460,000	1,017,500		8,477,500	200.5	647,020	2,540,249	1,602,119		108			
31 Dec. '93	59.5		7.2	89.5	12	11	82	Pittsburg and Connellsville	2,377,466	163,004		1,770,414	1,000,000	69,233	3,666,877	72.0	256,176	513,723	101,569		62			
31 Dec. '93	468.8		78.8		140	109	1,580	Pittsbg., Ft. Wayne & Chicago	18,191,294			6,164,532	12,935,172		19,933,741	468.8	3,472,914	6,132,934	2,106,225		921			
31 Dec. '93	28.0		6.2		5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Leas'd to North'n Cen.		40,476	144,728	87,112			40			
31 Oct. '93	29.0		3.1		5	4	195	Tioga	780,987	106,563		367,300	396,500	65,206	832,009	29.0	75,868	128,693	79,976		43			
RHODE ISLAND.																								
31 Aug. '93	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000			1,508,000	256,800		62.0	297,700	421,757	199,155			81			
30 Nov. '93	13.6		0.5		4	3	7	Providence, Warren & Bristol	424,943	13,299		437,917	8,500		13.6	24,916	31,702	9,718						
SOUTH CAROLINA.																								
31 Dec. '93	54.9			47.4	4	3	21	Charlotte and Savannah	801,515	24,372	250,000	705,365	195,236	197,905	1,099,588	51.9								
31 Dec. '93	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,301,000	384,000		1,685,000	109.6		283,288	151,586		6			
1 Jan. '93	143.2	21.3						Greenville and Columbia	2,439,769	824,161		1,429,008	1,145,000	245,546	1,674,554			341,100	125,871					
28 Feb. '93	102.0							North-Eastern	2,011,562			986,745	960,410	108,172	2,057,325	102.0		230,014	90,145					
31 Dec. '93	136.9	108.0			62	59	790	South Carolina	2,643,833								1,499,636	701,943			7			
TENNESSEE.																								
30 Sep. '93	47.6							Central Southern (Tenn.)	1,021,439	53,133		505,214	514,000	69,110	1,137,707	47.6		29,907	19,187					
1899	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367			1,239,673	2,020,000	200,000		140.0		318,718	187,466					
1899	14.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		180.3	150,142	297,806	149,167					
1899	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,666,573	878,069	129,364	3,809,949	2,669,000	260,112	7,627,797	291.0		1,636,096	873,597					
1899	271.6	16.0	20.0	3.9	9	6	242	Memphis and Ohio	2,259,267	141,144		670,000	1,361,000	145,000										
1899	100.0	30.6	55.9					Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000											
1899	59.0				40.1	7	5	Mississippi and Tennessee	1,137,400			798,285	554,949	319,518		59.4	69,870	177,256	60,020					
1899	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		817,447	632,500	22,369		47.4	54,175	83,129	44,660					
1899	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	6,000		34.2	30,065	23,808	13,592					
30 Nov. '93	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,832			2,056,544	1,731,000		159.0		734,118	887,384			6			
1899								Nashville and Northw. Tenn.	76,016	76,016		595,922	880,000	204,544		45.8	57,960	127,953	87,243					
1899	45.8		4.2	11.7	6	6	82	Tennessee and Alabama				216,962	413,000	408,477		30.0		1,248						
1899	30.0		0.6	8.0				Winchester and Alabama																
TEXAS, (all aided by State).																								
1899	32.0			163.0				Buffalo Bayou, Braz. & Col'do									32.0							
1899	56.0			184.0				Galveston, Houston & Henderson				275,000	240,000	171,569		56.0								
1899	60.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			455,000	975,000	369,000		70.0	102,200	182,846	196,868					
1 May '93	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,845							25.0								
1899	35.0			110.0				San Antonio & Mexican Gulf.																
VERMONT.																								
31 May '94	110.3		6.6		9	13	202	Connect. & Passumpsic Rivers	2,842,741			1,550,000	800,000		3,036,338	90.7	139,877	308,850	167,430					
31 Aug. '93	119.6		16.0																					

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 8.

Th.2 F.3 Sat.4 M.6 Tu.7 W.8

FEDERAL STOCKS:—						
U. S. 6s, 1871, reg.	101	101	101	102	102	102
U. S. 6s, 1871, coup.	101	101	101	102	102	102
U. S. 6s, 1874, reg.	101	101	101	102	102	102
U. S. 6s, 1874, coup.	101	101	101	102	102	102
U. S. 6s, 1880, coup.	101	101	101	102	102	102
U. S. 6s, 10-40s, coup.	101	101	101	102	102	102
U. S. 6s, 10-40s, reg.	101	101	101	102	102	102
U. S. 6s, 1881, reg.	101	101	101	102	102	102
U. S. 6s, 1881, coup.	101	101	101	102	102	102
U. S. 6s, '81, O.W.L.	101	101	101	102	102	102
U. S. 6s, 1881, "ty.	101	101	101	102	102	102
U. S. 6s, 1887, reg.	101	101	101	102	102	102
U. S. 6s, 1888, reg.	101	101	101	102	102	102
U. S. 6s, 1888, coup.	101	101	101	102	102	102
U. S. 6s, 1 year certifi.	98	98	98	98	98	98
U. S. 6s, 5-20s, coupon	109	109	109	109	109	109
U. S. 6s, 5-20s, new	108	108	108	108	108	108
U. S. 6s, "reg.	104	104	104	108	108	108
7.30 Notes, Feb. & Aug.	104	104	104	108	108	108
" " Apr. & Oct.	104	104	104	108	108	108
American Gold	207	209	209	213	215	210

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 7.

W.1 Th.2 F.3 Sat.4 M.6 Tu.7

Beaver Meadow						
Oatwissa	11	24	24	24	30	32
Camden & Amboy	134	130	129	130	130	131
" " 6s '67	100	100	100	100	100	100
" " 6s '70	100	100	100	100	100	100
" " 6s '75	100	100	100	100	100	100
" " 6s '83	97	97	97	97	97	97
" " 6s '89	105	105	105	105	105	105
" mort. 6s '89	105	105	105	105	105	105
Ches. & Del. Canal	82	82	82	82	82	82
Del. Div. Canal	32	32	32	32	32	32
Elmira & W. Import	31	31	31	31	31	31
" " pref.	101	101	101	101	101	101
" " 7s '101	101	101	101	101	101	101
Harrisburg	69	74	74	74	74	74
Lehigh Navigation	69	74	74	74	74	74
" " 6s	95	95	95	95	95	95
Lehigh Valley R. R.	75	75	75	75	75	75
" " 6s	100	100	100	100	100	100
Little Schuylkill R. R.	75	75	75	75	75	75
" " 7s	100	100	100	100	100	100
Long Island	68	74	74	74	74	74
" " 6s	95	95	95	95	95	95
Minehill	57	57	57	57	57	57
Morris Canal	90	90	90	90	90	90
" " pref.	125	125	125	125	125	125
" " 6s '78	100	100	100	100	100	100
North Pennsylvania	25	25	25	25	25	25
" " 6s	91	91	91	91	91	91
" " 10s	100	100	100	100	100	100
Northern Central	52	51	51	51	51	51
Pennsylvania R. R.	61	61	61	61	61	61
" " 1st m.	107	107	107	107	107	107
" " 2d m.	104	104	104	104	104	104
Penn. State, 6s	93	92	92	92	92	92
" " 6s coupon	92	92	92	92	92	92
" " 6s, W. L.	100	100	100	100	100	100
Philadelphia City, 6s	92	92	92	92	92	92
" " new	97	97	97	97	97	97
Philad. Germ. & Nor.	57	57	57	57	57	57
Phila. & Reading	51	51	51	51	51	51
" " 6s '86	101	101	101	101	101	101
" " 6s '70	101	101	101	101	101	101
Philadelphia & Erie	25	25	25	25	25	25
" " 6s	100	100	100	100	100	100
Philad. & Sunbury, 7s	26	26	26	26	26	26
Schuylkill Navigation	30	30	30	30	30	30
" " pref. 30	30	30	30	30	30	30
" " 6s '82	80	80	80	80	80	80
" " 6s '76	79	79	79	79	79	79
" " 6s '72	79	79	79	79	79	79
Sunbury and Erie, 7s	26	26	26	26	26	26
Susq. Canal	13	13	13	13	13	13
" " 6s '78	54	54	54	54	54	54
Union Canal, pref.	22	22	22	22	22	22
" " 6s '83	22	22	22	22	22	22
West Br. Canal 6s '78	22	22	22	22	22	22
Wyoming Valley Canal	17	17	17	17	17	17
" bonds	17	17	17	17	17	17
Arch street, (Horse)	47	47	47	47	47	47
Chestnut & Wal.	30	30	30	30	30	30
Green & Coates	30	30	30	30	30	30
Race and Vine	65	65	65	65	65	65
2d and 3d streets	65	65	65	65	65	65
Spruce & Pine	65	65	65	65	65	65

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 7.

W.1 Th.2 F.3 Sat.4 M.6 Tu.7

Baltimore City 6s, 1875						
" " 1880	104	104	104	104	104	104
" " 1870	104	104	104	104	104	104
" " 1880-1884	104	104	104	104	104	104
Balt. and Ohio	110	109	110	110	110	110
" " b'ds '82	100	100	100	100	100	100
" " " '87	100	100	100	100	100	100
" " " '75	103	103	103	103	103	103
" " " '80	103	103	103	103	103	103
" " " '85	103	103	103	103	103	103
Northern Central	95	95	95	95	95	95
" " b'ds '85	95	95	95	95	95	95
" " " '85	95	95	95	95	95	95

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 8.

Th.2 F.3 Sat.4 M.6 Tu.7 W.8

Boston and Lowell						
Boston and Maine	124	124	124	124	124	124
Boston and Providence	132	132	132	132	132	132
Boston and Worcester	132	132	132	132	132	132
Cheshire, pref.	51	50	50	51	51	51
Concord	109	109	109	109	109	109
Connecticut River	109	109	109	109	109	109
Eastern, Mass.	100	100	100	100	100	100
Eastern, N. H.	115	115	115	115	115	115
Fitchburg	115	115	115	115	115	115
Manchester & Lowell	115	115	115	115	115	115
Michigan Central	87	87	87	87	87	87
Northern, N. H.	115	115	115	115	115	115
Old Colony and Fall R.	115	115	115	115	115	115
Ph. Wil. & Baltimore	68	68	68	68	68	68
Port'd, Saco & Ports	104	104	104	104	104	104
Vermont & Canada	102	102	102	102	102	102
Vermont & Mass.	40	40	40	40	40	40
Western	145	144	144	144	144	144
Broadway (Horse)	53	52	52	52	52	52
Cambridge	60	60	60	60	60	60
Metropolitan	51	50	50	50	50	50
Middlesex	14	14	14	14	14	14
Central Mining Co.	22	22	22	22	22	22
Franklin	74	75	75	75	75	75
Ile Royale	74	75	75	75	75	75
National	74	75	75	75	75	75
Minnesota	74	75	75	75	75	75
Pewabic	74	75	75	75	75	75
Pittsburg	74	75	75	75	75	75
Quincy	74	75	75	75	75	75
Rockland	74	75	75	75	75	75

London Stock Exchange.

The following were the closing prices for American Securities on the 20th of January:

Maryland 6s		60	to	65
United States 6s, 1881		45	to	45
Do. 5s, 1874		48	to	50
Virginia State 5s		40	to	45
Do. 6 per cent.		27	to	29
Atlantic and Great Western		63	to	70
N. Y. sec. 1st mort., 1880, 7 per cent.		66	to	68
Do. 2d mort., 1881		70	to	72
Pennsylvania, 1st mort., 1877		63	to	65
Do. 2d mort., 1882		34	to	35
Erie shares, \$100 (all paid)		40	to	42
Do. 7s, preference		55	to	60
Do. 7s, 1st mort., 1867		55	to	60
Do. 7s, 2d mort., 1879		54	to	58
Do. 7s, 3d mort., 1883		48	to	52
Do. 7s, 4th mort.		47	to	52
Do. 7s, 5th mort.		75	to	77
Illinois Central 6s, 1876		55	to	60
Do. do. \$100 shares, \$90 paid, dis.		43	to	42
Do. do. \$100 shares, all paid		49	to	50
Marietta and Cincinnati Railroad Bonds		69	to	71
Michigan Central 8s, Convertible, 1869		63	to	68
Do. do. S. F. 1st mort., do. '82, x. c.		60	to	65
Michigan S. and N. Indiana 7s, S. F., 1886		50	to	55
Do. do. do. \$100 shares		53	to	55
New York Central 6s, S. F., 1883		60	to	65
Do. do. 7s, 1884		60	to	65
Do. do. 7s, S. F., 1876		60	to	65
Do. do. 7s, Convertible, 1876		60	to	65
Do. do. \$100 shares		66	to	60
Panama, 1st mortgage 7s, 1865		99	to	100
Do. 2d mortgage 7s, 1872		101	to	103
Pennsylvania, 1st mort., 6s, Convertible		80	to	82
Do. 2d mort., 6s, do.		78	to	80
Do. \$50 shares		25	to	30
Philadelphia and Reading, \$50 shares		30	to	35

American Railroad Journal.

Saturday, February 11, 1865.

Stock Exchange and Money Market.

The ingenuity of the Americans is not only practical but speculative. They pass through the domain of thought with boldness and originality peculiar to their own organization and institutions, and thus far their success both as a nation, and individually has been unparalleled. It is this conviction of this innate power of quick adaptation to circumstances, and the sense of ability to perform almost any undertaking, which lightens the heart of those who look at the present extent of our public financial engagements. Professor Goldwin Smith, on his return to his own country, has published an interesting as well as an anxious letter, in which he gives it as his opinion, that our paper system has been a mistake, that the legal tender notes of the country have

done mischief, and that we are able to solve all the problems before us but the financial one. For this he fears we have no solution.

We are not of this opinion, though we can well understand the force of his friendly apprehensions, the result of long established theories in the old world of the usual deductions from European history, a subject of which he is professionally a master, and of the limited area of production with which he is most conversant, and which is his stand point of observation.

We believe it would have been impossible to have preserved the country from disunion, but for an appeal to the confidence of the people in support of the necessary outlay. The whole business of the nation has been indissolubly connected with a paper currency and the banking system. Specie payments have again and again been suspended for comparatively slight causes in times of profound peace, and when the amounts of gold necessary to keep everything in order were but trifling. And yet it has been again and again found impossible to command at an unexpected moment the balance necessary to adjust the inequalities of currency and specie.

How fruitless and how absurd would it then have been to have attempted to carry on this war with gold and silver, which have disappeared so often under ordinary pressures. It could not have been obtained in quantities sufficient for three months' expenditure. Just as soon as the Government attempted to realize its subscriptions in gold, from the currency subscribed and paid in by investors, the banks would have stopped payment, and their bills would have largely depreciated. Or, on the other hand, supposing it possible that the banks could have maintained specie payments for a year or two, their currency would have been so scarce, for we know the extent of their circulation was then inside of two hundred millions, that the Government bonds would have been taken up at a constantly declining rate, probably 50 to 60 per cent. discount, and there would have been a most unpatriotic controversy going on the whole time between the Government asking for money, and capitalists demanding the highest rates. For a year or more the Government issues maintained almost an equality with gold, and this to the extent of hundreds of millions for which it paid no interest. This was a considerable gain to the Treasury, and by consequence to the people.

So that all things considered, it is very doubtful whether by accident or design, either from the policy of Mr. Chase, or if we please so to consider it, his blunders, the result to which we have arrived is about the same as if we had attempted to carry on the war on a specie basis, which would have cost the country at least half the amount borrowed, or in other words, 50 per cent. of its nominal loans.

There is a novel view taken of the relation of

twenty years, be so far increased that its real value will be less than the one half of what it is at present. If this view of the case be correct, a debt of \$100 is contracted to-day, payable in coin at the end of 20 years, although it will take \$100 in coin to pay the debt, that amount of coin will only represent half the real value of what it does now. In other words, our National debt will by the depreciation in the value of gold from its present value be practically reduced to the full extent of that value."

This proposition is a startling but a satisfactory one; and is in accordance with the prevailing opinions of European economists, that the relative value of the precious metals is undergoing a rapid decline. Numerous essays have been written to support this theory. And though it has been ascertained, that the product of Australia has fallen off the last year about fifteen millions of dollars, that of our gold producing States and territories is largely on the increase.

It is estimated that the total amount of gold existing in the hands of the people of the various nations of the world in plate and coin, is about £1,200,000,000. To this sum California has in the last eleven years contributed the sum of \$519,413,500, which was actually exported to other countries.

But if we take an estimate of high authority Mr. Hittell, between the years 1848 and 1862 both inclusive, the amount of gold produced in California was \$754,220,000, and of that was exported \$596,473,372. If we add the production of 1863 and 1864, we have a total from 1848 to 1864, in coin of \$861,901,468, or thereabouts. There are other estimates, however, still higher. We published one Sept. 5, 1863, which was as large as \$1,049,366,572, though without asserting its precision. It will thus be seen that our products of gold are large in proportion to the whole amount in circulation, and may very easily produce the result as stated by Mr. Harkness.

The conclusion which we come to is irresistible, that we shall find our National debt much more easy of liquidation and payment than we now suppose, and that to secure this result all the Government has to do, is to pass the act introduced by Mr. Julian into the House of Representatives to provide for the survey, subdivision and sale of the gold and silver lands of the United States, so as to secure their settlement, ownership and full production; a plan we have always favored.

The action of Congress cannot too early be directed to this subject, and by the sale of these lands, and by stimulating their production by the muniment of a good title, we shall not only attract a large foreign immigration, but preserve directly and indirectly the means to pay a large proportion of our national debt, which by the very process will be relatively declining in magnitude. Professor Goldwin Smith, would in this view of the subject find cause, for consolation in his fears about our financial future. It is an American remedy for an American inconvenience, which could not exist or be possible in any other country of the world, and is as characteristic of our people as everything else they contemplate or take in hand.

The actual movement of gold the last week has been upwards. On Tuesday it had reached 215

per cent. This was the result of the general belief that the interview between the President and the Confederate Commissioners was not only a failure but without promise for the future. Another reason is given in this form; that the amount of cash gold used in each day's operation is known to be only about three millions, and that with this knowledge there are parties willing to buy any quantity on time that they can get offered. Just as certain therefore as they can get options at any price beyond and above the amount which can be delivered, they are sure of a rise and a handsome profit out of the shorts. Our own opinion with regard to the late Peace Conference is short and simple. There is strong discontent as well as great apprehension among a large body of the southern people, and this pressure is so strong that the rebel leaders were compelled to do something to quiet the general dissatisfaction. It will be seen by their statements made to their constituents whether they think themselves strong enough to carry on the war, because they were refused an armistice, or whether they will gloss over the facts of the meeting so as to prepare for a final submission. They will unquestionably take the one course or the other as circumstances and present expediency demand.

Railway securities have improved since our last, and Governments have also advanced, and been in demand. When we reflect that its gold paying bonds are not to be increased beyond their present limit, we are surprised they do not rise to their just market value. They are gold in fact, principal and interest, and ought now to bring a premium of the same character. By-and-bye it will be too late to take advantage of this fact, but those who already appreciate their real character will make largely on their purchases at present prices.

No sales of cotton have yet been made by the Government, but in anticipation of these shipments to a considerable extent have been made from this city to Liverpool, to realise present prices before an expected fall.

Our advices from England to the 22d inform us that during the first fortnight of the present year, the imports of cotton from India, China and Japan were 118,870 bales, of which 100,000 were consigned to the port of London. The manufacturers at Manchester had ceased to be purchasers, beginning to fear that the war in this country would be suddenly brought to a close. Consols were drooping, standing at about 89, and other securities sympathised. A new Italian loan of \$40,000,000 nominal has been put on the English market, in £100 bonds at £77 10s each, interest 5 per cent. Its attraction is in its character of a lottery, as in 15 drawings in 15 years, a certain number of the bonds are paid off at once after each drawing, so that a subscriber not only receives interest, which is equivalent to £6 15s on each bond, but may get back a part of his principal, or the difference between £100, and the cost to wit £77 10. This principle has been adopted in this country in several cases, and is all very well, if the bonds drawn are forthwith paid. That contingency is not a sure one in all cases. Gold was at the date referred to 2 10s per cent. dearer in Paris than London, of the same price at Hamburg and dearer in London than New York, and affording a small profit accordingly to the ship-

per. Per contra we may assert that good merchant bills may be obtained in this city on Liverpool, below par.

At the same date the prices of American grain, in Mark Lane were quoted as follows: Fresh 22 to 23s per bbl, Sour 20 to 21s.

Our local money market is well supplied, and the rates are reported at 6 to 7 for prime securities, but commercial paper is not taken freely. It is reported that dealers who have hitherto required cash for sales, are now extending credits on a large scale for the purpose of reducing their stocks. At retail a large number of articles of cotton and woollen staple are sold at very reduced prices from those obtained a few weeks since.

We have now 782 National Banks in operation, the circulation of which is stated to be \$87,288,300. It is evident that this system of banking is to supersede the former one, and with much advantage to stockholders and the Country at large.

We notice in our English quotations that Canada 6s now bring 94, for the £100, while the Victoria 6s sell readily at 107.

We also notice a fact with regard to the British Copper currency, one we put on record for future comparison with our own. The old British copper issue was intrinsically worth in coin $\frac{2}{3}$ of its nominal value. The new issue is not worth quite so much. The new bronze currency which as metal was worth £82,482 was converted into coin of the legal value of £150,648. Therefore a half-penny contains a little more than a farthing's worth of metal. Our own cents, whether of nickel or copper will compare favorably with the British.

The exports of domestic produce and miscellaneous goods the last week amounted in value to \$4,808,132 against \$3,475,880 for the same week last year. The receipts of California gold thus far at this port for the present year have been \$2,693,870 against \$1,298,137 same time last year.

The balance in the Sub-Treasury on Tuesday, was \$29,436,709.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Connecticut 6s, 99; Illinois War Loan, 98; Ohio 6s, 1881, 103; Louisiana 6s, 60; Brooklyn City Water Loan, 106; Galena and Chicago 2d mort., 100; Mil. and St. Paul 1st mort., 85; Sixth Avenue R. R., 115; Mariposa 1st mort., 51; Wyoming Valley Coal Co., 45; Ashburton Coal, 15; Quartz Hill Gold, 5; 4th National Bank, 100; Bank of Commerce, 100; Central National Bank, 104; Am. Ex. Bank, 119; Continental Bank, 95; Excelsior Oil, 11 $\frac{1}{4}$; Germania, 89@90c.; High Gate, 96c.; Knickerbocker, 58c.; McKinley, 8.90; Allen Wright, 9; Tack, 4; Oceanic, 3.85@4; Cherry Run, 90; Buchanan Farm, 1.83; Manhattan, 75c.; United States, 26@27.50; Brooklyn, 5.25; Rynd Farm, 4.90.

Philadelphia.—Allegheny Co. 5s, 76; Allegheny City 6s, 95 $\frac{1}{4}$; Pittsburgh 5s, 75; Elmira 5s, 74; West Chester 7s, 100 $\frac{1}{4}$; Reading bonds, 99; 13th and 15th streets R. R., 22; West Phila. R. R. 70; 5th and 6th streets R. R. 40; 10th and 11th streets R. R., 44; 2d and 3d streets R. R. 1st mort., 100; Fulton Coal, 7 $\frac{1}{4}$; Swatara, 5 $\frac{3}{4}$; Butler Coal, 10; Clinton Coal, 1 $\frac{1}{2}$; Shamokin, 14 $\frac{1}{2}$; Big Mt., 5 $\frac{1}{2}$; Green Mt., 3 $\frac{3}{4}$; Lehigh Zinc, 41; Keystone, 1 $\frac{3}{4}$; Union Canal Interest bonds, 20 $\frac{1}{2}$; Phila. Bank, 140; Western Bank, 118; Farmers

and Mechanics Bank, 141; Mechanics' Bank, 32½; Corn Ex. Bank, 58½; Bank of North America, 192; Atlas Oil, 1½; Bruner, 1½; Big Tank, 2½; Corn Pl., 5½; Continental, 1; Cherry Run, 25½; Caldwell, 5¾; Crescent City, 1½; Curtin, 14¾; Cow Creek, 1½; Cherry R. & P., 1¾; Densmore, 5½; Dalzell, 8¾; Duncard, 1; Eldorado, 1¾; Egbert, 3¾; Excelsior, 1¾; Etna, 1½; Feeder Dam, ¾; Gt. Basin, 2½; Globe, 1¾; Hog Island, 1¾; Hannah's Gap, 1; Hibbard, 1½; Irwin, 9; Logan, 1½; McClintock, 6½; McElheny 4½; Mingo, 3¾; Maple Shade, 25; Mineral, 2; Noble and Delamater, 6; Oil C. and C. R., 4½; Organic, ¾; Oil Creek, 6½; Oil Basin, 9½; Oil Run, 25½; Olmstead, 2¾; Perry, 3½; Phila. and Oil Creek, 1¾; Petro. Centre, 3; Royal, 1½; Revenue, 2; Rock, 3; Seneca, 4; Story Farm, 2; Sherman, 1.31; St. Nicholas 4½; Tarr Home, 5½; Union, 1½; Venango, ¾; Walnut, 2¾. The latest quotations are: City 6s, 92½@92¾; do., new, 96½@96¾; State 5s, 92@92½; do., coupon, 94@94½; do., 6s, W. L., 100@101; Phila. and Balt., 68½; Reading, 54½@54¾; do., 6s, 1870, 100¾@101; do., bonds, 99@99½; Camden and Amboy, 134@135; Penn. R. R., 62¾@62¾; do., 1st mort., 106½@107; do., 2d mort., 108¾@104; Little Schuylkill R. R., 38¾@39; Morris Canal, 90@90; do., pref., 126@128; do., bonds, 100@101; Wyoming Valley Canal, 64@65; do., 6s, 99@100; Susquehanna Canal, 13¾@14½; do., 6s, 55@55; Sch. Nav., 25@26; do., pref., 32@32½; do., 6s, 1882, 80@81; Union Canal bonds, 23@23½; Delaware Div. Canal, 35@37; do., bonds, 90@95; Elmira and Williamsport, 31@31½; do., pref., 45@50; do., 7s, 1873, 100@101½; do., Chattle 10s, 74@76; Long Island R. R., 46@48; Lehigh Coal and Navigation, 63@70; North Pennsylvania, 26@27; do., 6s, 90½@91½; do., 10s, 111@111; Philadelphia and Erie, 25½@26; do., 6s, 101@101; Minehill, 56½@57; Catawissa, 13¾@13¾; do., pref., 32@32½; Lehigh Valley, 71¾@72¾; do., bonds, 99¾@100; Fifth and Sixth streets, (horse,) 40@50; Second and Third, 65½@67; Race and Vine, 9@10; West Philadelphia, 70@70; Spruce and Pine, 30@31; Green and Coates, 26@30; Chestnut and Walnut, 45@49; Arch, 16¾@17; Thirteenth and Fifteenth, 24@24; Girard College, 23@23½; Tenth and Eleventh, 44½@46; Norristown, 57½@57¾.

Boston.—Vermont Central 1; do., 1st mort., 70; do., 2d mort., 20; Boston and New York Air Line 6s, 58; Mad River and Lake Erie 1st mort. bonds, 65; Eastern R. R. 6s, 1874, 100; Northern R. R. 6s, 1874, 100½; Rutland and Burlington 1st mort., 64; Boston, Concord and Montreal 7s, 100; Essex R. R. 6s, guar., 95½; Boston, Hartford and Erie R. R., 18; do., 7s, 80; Nashua and Lowell R. R., 129@130; Northern (Ogdensburg) 2d mort., 24½; New Hampshire 6s, 1884, 94½; Vermont 6s, 1871, 97½; Maine 6s, 1871, 97½; Massachusetts 6s, 1874, 120½; Chelsea (horse) R. R., 40; Boston Water Power Co., 44½; Union Steamship Co., 130; Cary Imp., 11½; East Boston Co., 14; Essex, 98½; East Boston Ferry, 78; Waverly Co., 3½; Potomac Coal, 9; Short Mt. Coal, 40½@41; Gilberton Coal, 74½; Mammoth Vein Coal, 29½; Butler Coal, 48¾; Boston and Lackawanna Coal, 31; Locust Dale Coal, 30¾; Bear Valley, etc., Coal, 21½; Tyson Iron, 8¾; Roxbury Gas, 150; Malden and Melrose Gas, 78¾; East Boston Gas, 27; Cambridge Gas, 97½; Boston Gas, 785;

Pittsburg and Boston Oil, 1½; Fuller Farm Oil, 2½; Great Basin Oil, 2½; Macomb Lead, 1½; Buckingham Plumbago, 6½; Boston National Bank, 100¾; National Bank of Republic, 107½; State Bank, 83; Chelsea National Bank, 95½; Suffolk National Bank, 118½; Exchange Bank, 108; Eliot Bank, 106½; Tremont National Bank, 112¾; do., Rights, 88; New England National Bank, 112; Globe Bank, 144¾; Washington National Bank, 123½; 3d National Bank, 105; Hide and Leather Bank, 124¾; Bunker Hill Bank, Charlestown, 140; Merchants' National Bank, 115; National Bank of Commerce, 112¾; National Bank of North America, 110¾; Railroad Bank, Lowell, 93½; Traders' Bank, 93½; 2d National Bank, 123; Howard National Bank, 110¾; Blackstone National Bank, 110½; Pawners' Bank, 99¾; Acton Mining Co., 1½; Albany and Boston, 26¾; Boston, 2½; Brome, 1¾; Bedford, 67c; Bay State, 18; Copper Falls, 30¾; Chetticamp, 1½; Eagle River, 3; Huron, 38; Hancock, 9½; Humboldt, 8; Manhattan, 5½; Madison, 2½; Native, 62½c; Nequaket, 2; North Cliff, 8½; Ottawa, 21c; Petherick, 5; Star, 5½; Superior, 5¾; Winthrop, 1½.

Baltimore.—Western Md. bonds, 84; Laurel Cannel Coal and Oil Co., 5.15; Atlantic Coal, 1.10; Santa Clara, 23; Bare Hill, 3.05; Virginia Coal and Iron, 9; North State, 0.15; Cambridge, 0.15; Maryland Copper, 0.55; Lake Chrome, 0.85; Mineral Hill, 1.25; Am. Gas Coal, 2; Chesapeake Oil, 4.80; Penn. Oil, 2.25; Bank of Commerce, 94½; Union Bank, 70½; Merchants' Bank, 105; Bank of Baltimore, 103; Mechanics' Bank, 21. The latest quotations are: Balt. and Ohio, 109@110; do., 6s, 1867, 100@100; do., 1875, 100@105; do., 1880, 100½@103; do., 1885, 100@105; Northern Central, 50@53½; do., bonds, 1885, 94¾@95; N. W. Va., 00@05; do., 1st mort., 99@105; do., 2d mort., 99@100; do., 3d mort., 23@30; do., guar., 99@101; Marietta and Cincinnati 7s, 1891, 93¾@95; Central Ohio 1st mort., 92@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-60, 40½@42; Western Md. bonds, 84@86; do., guar., 100@103; Maryland 5s, coupon, 1870, 100@106; do., Ins., 100@108; do., 1890, 100@106; Baltimore 6s, 1870, 100@101½; do., 1873, 104@108; do., 1875, 102¾@104; do., 1886, 101@102½; do., 1890, 104½@105; do., coupon, 104@104; do., 5s, 1838-70, 98½@100; City Passenger R. R., 16@17½; Canton Co. 31½@33; Gardner, 0.50@0.75; Gas Coal, 1.85@1.95; Maryland, 0.55@0.60; North State, .10@.15; Springfield, 1.15@1.30; George's Creek, 110@118; Santa Clara, 22@23; Balt. Chrome, 2.30@2.40; Bare Hill, 2.95@3.25; Atlantic Coal, 1.00@1.15; Mineral Hill, 1.30@1.70; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 5.05@5.25.

Fare on the Railroads.

By an order from the General Superintendent of the U. S. Military Railroads, all civilians traveling on the railroads leading out of Chattanooga, says the *Gazette*, will be required to pay their fares, no orders for transportation being issued to any parties but the military or those in Government employ. On the Chattanooga and Knoxville, and Chattanooga and Atlanta roads, the rates are ten cents per mile. On the Chattanooga and Nashville road it is eight cents, but it is probable that the latter will shortly be raised to the same figure as the others.

Legislation on the Public Mineral Lands.

We have received from the Hon. J. Conness, U. S. Senator from California, a copy of the bill introduced into the House of Representatives, contained in fourteen sections, providing for the subdivision and sale of the gold and silver lands of the United States, and for the coining of the products thereof. It appears to meet a great necessity and is well adapted to encourage purchases, settlement and mining. We have not space to republish the bill, but we trust it will receive the active support of Congress, even if it is not noticed adequately by the press.

Accompanying the bill was a pamphlet of value, from the pen of Mr. Edson Harkness, of California, which gives new and interesting information as to the character and extent of our gold bearing regions, deserving of attentive perusal, with some novel suggestions that we have deemed worthy of particular notice in our financial article in the present number of the JOURNAL.

Chicago and Great Eastern Railway.

The Cincinnati and Chicago Air Line Railroad Company has been consolidated with the Chicago and Great Eastern Railway Company, under the name of the Chicago and Great Eastern Railway Company, and all business of the line (extending from Chicago, Illinois, to Richmond, Indiana,) will hereafter be transacted in the name of the new corporation.

The Directors are: Frederick Schuchardt, James D. Fish, James W. Elwell, Henry Morgan, W. D. Judson, Amos Tenney, New York; Joseph E. Young, Chicago. The officers are: E. W. Judson, President, New York; Joseph E. Young, Vice President and Chief Engineer, Chicago; Henry Morgan, Treasurer, New York; Amos Tenney, Secretary, New York; John Brandt, Jr., Superintendent, Chicago; L. H. Walkley, Auditor and General Ticket Agent, Richmond, Indiana; Henry J. Page, General Freight Agent, Chicago.

Business can no longer be conducted in uncomfortable and inconvenient localities. There is no greater improvement than that of late adopted in this city, of building first class offices, as a part of our architectural accommodations. A well lighted, well ventilated, and neatly furnished office, is an advantage to business men's health and comfort. Mr. EDWARD MATHEWS, advertises in another place a large number of the best offices in this city.

The operations of the large Express Companies expand with the necessities and discoveries of the age. Exchange is now largely sold by telegraph, and through the enterprise of WELLS, FARGO & Co., as it will be observed from their advertisement in another place, money may be transferred as readily from New York to California and Oregon, as from one bank in this city to another. This house also furnishes exchange on London, Dublin and Paris.

Cayuga and Ontario Ship Canal.

A bill has been introduced in the Senate of New York to incorporate the Cayuga and Ontario Ship Canal Company. The object of said corporation is to construct a ship canal at or near the site of the Sodus Canal, from Cayuga Lake to Lake Ontario. The capital stock of the company is to be \$500,000, to be divided into shares of \$100 each.

California Stage Routes.

The California Stage Company furnishes the greater proportion of accommodation for stage travel in this State and the adjoining ones of Nevada and Oregon. Its principal office is at Marysville, but the Superintendent, A. G. Richardson, resides in this city. The officers are James Haworth, President; F. S. Stevens, Vice-President; Henry A. Charles, Secretary. Directors—J. Haworth, A. G. Richardson, John Andrews and W. Montgomery. A. Wagner, Agent, Sacramento. Sacramento and Virginia City Nevada (Pioneer Line)—Distance 140 miles, including 87 miles by railroad to Latrobe. The running time in Summer is about 18 hours; in the Winter about 32 hours, varying slightly according to weather. The accommodation line formerly run by this company to Placerville, via Folsom, has been discontinued. The office in this city is at the What Cheer House. L. McLane & Co., Proprietors; H. Montfort, Agent. We made application for more specific information respecting this line, but were unable to obtain it.

Sacramento to Virginia City, Nevada (via Dutch Flat and Donner Lake)—Distance 156 miles. Departures at 6½ A. M. by Pacific Railroad as far as Newcastle Gap, thence by stages to Summit Pass and Virginia. Time to Virginia City in Winter, 32 hours; in Summer about 18 hours.

Sacramento to Portland, Oregon—Distance, 710 miles. Leaves Sacramento daily at 6½ A. M. by Pacific and California Central Railroad to Lincoln, Placer Co., thence to Marysville by stage; from Marysville to Oroville by Northern Railroad, thence by four-horse coaches to Chico, Tehama, Red Bluff, Cottonwood, Shasta, French Gulch, Trinity Centre, Callahan's Scottsburg, Yreka, Jacksonville (Oregon), Cayonville, Roseburg, Oakland, Eugene, Corvallis, Albano, Santiam, Salem, Dutchtown, Oregon City and Portland. Time, six days five hours; schedule time, seven days for mail; number of stations, 60.

Sacramento and Nevada (via Newcastle Gap, Auburn and Grass Valley)—Distance 60 miles.

The stage line of this company from Marysville via Henness Pass and Huffaker's to Virginia City, has been discontinued during the Winter months.

The principal independent lines of stages running out of Sacramento are as follows, to wit:

Sacramento and Petaluma (via Vacaville, Suisun, Fairfield, Rockville, Napa and Sonoma)—Distance 84 miles; four horse coaches. J. McKenzie & Son, proprietors.

Sacramento and Jackson (Forest line) Daily by two-horse wagons, via Lone valley; a distance of 46 miles. Couch & Co., proprietors.

Sacramento and Mokelumne Hill (via Drytown)—Distance 65 miles (connecting with cars of Sacramento Valley Railroad at Folsom); four-horse daily line. Couch & Co., proprietors.

Sacramento and Georgetown (via Folsom by railroad), with a branch to Coloma—Distance 31 miles; daily four-horse line. James Orr, proprietor.

Sacramento Gold Hill and Ophir—Distance 34 miles; tri-weekly two horse line.

Sacramento and Stockton—Distance 45 miles; two-horse daily line.—Sacramento Union.

Important to Miners.

"The United States Disintegrating Ore Company," organized under the State Laws of New York, have purchased from the inventor a perfected process for the treatment of ores, whereby the most unmanageable argentiferous, auriferous and other ores are fully and completely desulphurized and oxydized. By this process the assay can be reached, or, as nearly so as is possible, certainly 95 per cent of it expeditiously and cheaply, and with far less original outlay than is possible by any other known process. Large quantities can be treated in a single apparatus, reaching without difficulty 50 tons per day of 24 hours. Letters Patent have been secured by the Company, amply protecting their rights, and active measures are being taken to introduce their valuable process to the notice of the Mining interests. Temporary office, No. 74 Broadway, Rooms 14 and 16.

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending Jan. 28, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers.....	\$21,723 00
Express, freight, mails and sundries ..	8,124 00
Freight add live stock	78,710 00

Total	\$98,557 00
Corresponding week, 1864	108,681 00

Decrease

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Jan. 21, 1865, were:

	1865.	1864.
Passengers.....	\$2,286 87	\$1,663 33
Freight	8,281 15	5,676 40
Express	228 00	104 16
Mails.....	296 58	296 58

Total	\$11,092 60	\$7,740 47
Increase		\$3,352 18

Receipts from January 1 to Jan. 21:

1865	\$33,722 49
1864	14,902 51

Increase

Railroad Earnings--Monthly.

The business of the Illinois Central Railroad for the month of January, 1865:

LAND DEPARTMENT.

Acres construction lands sold	18,873.15 for \$212,485 50
Acres Interest Fund Land sold	969.42 " 12,285 90
Acres Free Lands sold..	6,820.82 " 113,083 61

Total sales during month of Jan. 1865.....26,663.39 for \$337,855 10

To which add town lot sales

Total of all.....

Cash collected in January.....\$275,761 16

TRAFFIC DEPARTMENT.

Receipts from passengers.....	\$192,691 99
" freight.....	337,359 30
" mails	6,358 34
" rent of road	4,000 00
" other sources.....	6,000 00

Total receipts in month of Jan., 1865.\$546,409 63

Total receipts in month of Jan., 1864. 327,900 29

The Washington Insurance Co.

The assets of this company are six hundred and sixty thousand dollars. They have just declared a dividend of ten per cent. to their stockholders and a scrip dividend of sixty per cent. to their participating patrons. Their income during the last twelve months was three hundred and sixty-five thousand dollars, and seventy eight thousand dollars have been added to their surplus fund. They have reimbursed their customers to the extent of \$85,000 for losses, and have paid \$64,000 in dividends. \$55,000 have been reserved for re-insurance, and more than \$260,000 are invested in United States securities.

This company returns three-fourths of its net income to its profit-sharing insurers, and scrip to the amount of \$78,000 will be handed them for the past year. This is the fourth consecutive annual statement in which this sum has reached sixty per cent. of the participating premiums. Six per cent. on the capital was received by the shareholders in August last. After liquidating losses, expenses, &c., the receipts are 46 per cent. on the stock, of which twenty have been appor-

tioned as surplus, sixteen as dividends, and nine as reserve. More than a quarter of a million have been disbursed to its stockholders since the commencement of the participative system, and this is the fourteenth successful year of the company's transactions. They have also declared six per cent interest on the outstanding scrip.

State Banks of Maine.

The State banks of Maine report as follows their business for the years 1863 and 1864:

LIABILITIES.

	1863.	1864.
Capital	\$8,008,000	\$6,785,000
Circulation	6,019,156	7,042,093
Deposits	6,421,005	5,120,762
Bank balances.....	118,020	258,042
Profits	759,859	965,566
Immediate liabilities	2,558,181	12,430,897

RESOURCES.

	1863.	1864.
Loans	\$14,983,609	\$15,167,320
Real estate	245,846	195,222
Bills of other banks and checks.....	1,047,979	1,281,413
Bank balances.....	4,370,562	3,015,961
Specie	678,043	522,146
Immediate resources	6,096,584	4,819,520
Number of banks	69	50
Overdue paper	761,492	612,249
Estimated loss on same..	111,356	95,146

The Savings Institutions report as follows:

In 1860 the deposits were.....	\$1,466,457 56
" 1861	1,620,270 26
" 1862	1,876,165 18
" 1863	2,641,476 41
" 1864	3,672,975 85

Massachusetts Savings Bank.

The returns of the Massachusetts Savings Banks for 1864, compare as follows with those of the previous year:

	1864.	1863.
97 Savings Banks.		95 Savings Banks.
No. of depositors...	291,616	272,219
Am't of deposits...\$62,557,604 30		\$56,888,828 55
Public funds	22,149,296 16	18,343,140 57
Loans on P. Funds	1,649,847 50	591,865 00
Bank stock	9,980,792 17	9,887,672 02
Loans on Bank S'tk	829,024 21	371,161 60
Deposits in banks, bearing interest.	728,820 88	742,312 98
Loans on R.R Stock	25,800 00	80,600 00
Invested in R. E....	331,670 17	348,267 57
Loans on mort. of Real Estate	16,889,457 08	16,685,262 39
Loans to Counties and Towns.....	5,967,998 80	4,970,985 88
Loans on Personal Security	6,157,979 05	4,514,722 97
Cash on hand	823,971 39	936,895 67
Average rate & aggregate amount of ordinary dividends for last yr.	4.14 per cent.	4.90 per cent.
Annual expenses of the Institutions.	2,258,495 58	2,087,115 32
	184,739 77	140,713 22

The valuation of personal property in Illinois is \$87,560,697; railroad property, \$11,525,555; lands \$192,970,693; town lots, \$89,972,926; a total wealth of \$381,999,871. The total number of acres in the State is \$35,459,200, but only 7,706,915 are cultivated and improved.

The revenue of Greece and the Ionian Islands for the year 1864 are estimated at less than 27,000,000 drachms. The expenditure of the year 1865, by the budget of M. Sateropoulos, is estimated at 27,750,000. To cover the deficit he counts on an improvement of the revenue and on the collection of arrears.

National Banks.

The following is an abstract of quarterly reports of the National banking associations of the United States, showing their condition on the morning of the first Monday in January, A. D., 1865, before the commencement of business on said day:—

RESOURCES.

Loans and discounts.....	\$166,021,650 40
Overdrafts	427,067 60
Real estate, furniture & fixtures..	4,083,226 12
Expense account.....	1,053,725 34
Premiums paid	1,323,023 56
Remittances and other cash items	17,837,496 77
Due from National Banks	30,820,175 44
Due from other banks	19,836,072 83
U. S. bonds and other U. S. securities	176,578,750 00
Bills of other banks	14,275,153 97
Specie	4,481,937 68
Other lawful money	72,535,503 70
Other items	3,294,883 27

Aggregate

LIABILITIES.

Capital stock paid in	\$135,618,874 05
Surplus fund	8,663,311 22
Notes in circulation	66,769,375 00
Individual deposits	182,518,089 73
United States deposits	37,764,729 77
Dividends unpaid	961,547 20
Due to National Banks	30,619,175 57
Due to other banks	37,104,130 62
Profits	12,283,812 65
Other items	265,620 87

Aggregate

Union Steamship Co.

At an adjourned annual meeting of the stockholders of this company recently held in Boston, a report from the directors was presented, in which it was stated that the steamers Mississippi and Merrimack had been in the employ of the government on the route between New York and New Orleans at the rate of \$700 per day, the government paying the cost of coal, &c. The Mississippi is now in dock at South Boston under repairs, and will soon be completed. The Merrimack is at New York having her boilers repaired. It is hoped that both vessels will be in running order in about two months, and will not need repairs for two years. The directors have been earnestly requested by citizens of New Orleans to place their steamers on the route between Boston and that city, and a company in St. Louis trading with New Orleans has also made proposals of business connection which promises profitable returns. The directors presented a proposition that the boats should be again placed upon the route, provided outside parties could be induced to purchase stock in the company from persons who hold a larger number than one hundred shares.

From the report of the treasurer, it appears that the receipts during the past year have been \$198,646 82; including \$173,000 received by the agent of the company from the government, for the use of the steamers. A dividend of \$50,000 has been paid. At the time of making the report \$40,000 remained due from the government, of which \$20,000 has since been paid, leaving the amount on hand, \$39,875 84.

The following gentlemen were elected directors of the company for the ensuing year: Edward S. Tobey, James M. Beebe, William H. Hill, Otis Daniell, Arthur Pickering, Benjamin E. Bates, Samuel Atherton, Josiah B. Richardson, Harrison

Loring, J. C. Converse, N. H. Emmons, E. R. Sawyer, E. T. Farrington.

Lorenzo Sabine, esq., was re-elected clerk of the company.

We publish elsewhere the card of Messrs. J. AMSDEN & SON, Civil and Mechanical Engineers. Mr. J. Amsden has been employed as follows: As Civil Engineer in surveying and mapping the City of Utica, also of Rome, N. Y., and extensions of each; upon the Erie Railway, the Utica and Oswego Railroad, the Genesee Valley and Black River Canals in the State of New York; also as architect of a number of churches, hotels, stores, dwellings, &c., in Rome, Utica and Buffalo, New York. Was employed upon the turbines of the Lowell and Lawrence factories, and by the Glendon Iron Company in Pa., in the construction of furnaces and machinery, and in surveys of mines, mapping, &c.; and as architect of a number of buildings in Easton, Pa. Both J. Amsden & Son were employed as Civil Engineers upon the D. L. & W. R. R. and its connecting roads in Pa., and the Warren Railroad in N. J. Have been employed more or less for the last 14 years by the Lackawanna Iron and Coal Co., in making the original map and laying out the large and flourishing town of Scranton Pa., and the additions thereto, and upon other of said company's works. Were engineers of the Gas and Water Works of that place. Have designed nearly all of the most important and costly churches, hotels, stores, mansions, villas, cottages and other dwellings, engine houses, &c., of Scranton and vicinity; and a large cathedral and other buildings are now in process of construction from their designs and under their architectural supervision. They offer their services as either consulting or executive engineers, architects, &c.. Address Messrs. J. AMSDEN & SON, 4 and 6 Broad street, New York.

The New Atlantic Telegraph.

We find in the London Times some interesting statements in regard to the new Atlantic cable, a portion of which is now being put aboard a vessel for transference to the Great Eastern. It is stated to be greatly superior in all respects to the old cable. Though much larger, its weight in water per mile is less than half that of its unfortunate predecessor, its breaking strain is $7\frac{3}{4}$ tons, against $3\frac{1}{4}$ tons, the maximum strength of the old rope. About 900 miles of the cable have now been completed, and 1,500 nautical miles are yet to be manufactured. The factory now turns out fourteen miles a day of completed rope, which in four months' time will give 1,350 miles at the present rate of working, though, of course, as the days grow longer, so in proportion will the hours of labor.

The cable is to be coiled on board the Great Eastern in three separate tanks, comprising in all 2,253 miles. No final arrangements have yet been made as to the rules to be followed in laying the cable, but it will, of course, be commenced from the English side of the Atlantic and carried across to Newfoundland, to get the benefit of the westerly winds which generally blow in summer. Steaming against a head wind the Great Eastern is as steady as a rock. The rate of steaming across will never exceed seven knots an hour, and at this rate the great object of the expedition ought to be accomplished in from ten to eleven days.

Boston and Roxbury Mill Corporation.

From the report of this company it appears that the receipts for 1864 were \$5,561 15; cash on hand January 1, 1864 \$16,838 40; notes receivable, \$111.70—making the total available funds for the year, \$183,599 55. The expenditures were \$124,657 34—leaving a balance on hand of \$8,942 21, consisting of: cash \$442.21, notes receivable, \$8,500. The total available assets now amount to \$8,104.71. The contract for filling the flats between the sluices and Danforth's store has been completed as far as was thought expedient. Payments for this and the building of the sea-wall have been made to the amount of \$59,264 32. This sum has been placed to net saleable lands, which account now stands charged, including the original valuation, with \$119,374 32. The property of the corporation is as follows: 28,200 feet of flats at the sluices, not available at present; 195,000 feet of land, ready for sale, west of the sluices, containing about 49 house lots of 25 feet front each; 75,000 feet of flats between this filled land and Danforth's store; 21,770 feet of solid land under the house and store and the hotel belonging to the corporation; 352,465 feet of flats between the hotel and Brighton branch of the dam; several pieces of valuable marsh lands, and a hotel, store and several dwelling houses. The report says that the high price of materials during the year has almost entirely put a stop to the erection of buildings, but that as there is at this time a considerable demand for dwelling houses, and the prospect of an approximation to old prices, it is hoped that a portion of the lands of the corporation will be put into the market. The old Board of Directors were also re-elected, as follows: Charles Henry Parker, T. Amory Davis, B. T. Reed, S. Jennison, W. W. Tucker, William Gray Jr., Daniel N. Spooner. William S. Whitwell was unanimously re-elected clerk.

The Harrisburg correspondent of the Philadelphia Ledger says: "The Lehigh Coal and Navigation Company is actively engaged in completing a new railroad, in opposition to the Lehigh Valley route from Mauch Chunk to Easton. The corporation desired to build a bridge over the river at Easton, so as to connect either with the New Jersey Central or with the Morris and Essex Railroad to New York, but it was found impossible to obtain a charter from New Jersey. Another act of our Legislature was therefore passed, authorizing the Coal and Navigation Company to make arrangements with some New Jersey Railroad for the joint use of a bridge, to be constructed by the two companies jointly." It is also stated by the same writer that: "The Manatwny Railroad is proposed to be constructed from Pottstown, on the Reading line, to a point on the East Pennsylvania Railroad. It may develop an agricultural section, but will form no part of any thorough line. The country, moreover, is such as will require heavy grades. The charter, as proposed, requires the line to be finished within five years of its date."

The Boston and Lowell and Nashua and Lowell Railroads have made an arrangement with the Concord Railroad, by which the business of the latter road will go over the former road, instead of by the Boston and Maine road. The arrangement went into effect on the 1st inst., and is to continue for thirteen years.

Lumber Trade of Albany.

The *Evening Journal*, in its annual review of the Lumber Trade of Albany says:

A greater proportion than usual of the pine received in 1864 came from Canada; the supply from Southern New York having been largely decreased by the want of snow for logging last winter, and that from Michigan by the high rates of lake and canal freights, with the increased toll charged by the State. Lumber from Canada had to be paid for in gold, and therefore prices followed largely the fluctuations in that standard of value. The value of the lumber, shingles and staves received in 1864 exceeded \$8,500,000. The stock held over this Winter is larger than usual; being estimated at 50,000,000 feet. The greater part of the pine in market is 13 feet long, and principally tally boards and plank. There is also a heavy stock of these in Canada, held mostly, however, by strong hands who will not send to market, unless cost and a fair profit can be realized. At the present rate of gold, lumber cannot be sold at the prices ruling on the close of the season, without loss to the manufacturers. There is a large reduction reported by Canada dealers in the quantity of logs being cut this Winter, and should the supply for next season be materially less than for 1864, remunerative prices may be obtained. The demand for exportation will not probably be heavy, as foreign markets are reported as well filled. The retail yards are generally but lightly stocked, and should building be more active a good demand may be anticipated from that source, and wants of manufacturers and the Government will probably continue during the season as large as 1864. The following table shows the official receipts by the canals at Albany during the years named:

Years.	Boards and Scantling, Feet.	Shingles, M.	Timber, Cubic Feet.	Staves, Pounds.
1859.	291,771,762	43,756	70,381	114,070,503
1860.	301,022,600	41,522	46,888	143,785,369
1861.	162,962,500	31,782	44,754	143,784,500
1862.	223,899,100	32,622	143,217	210,212,100
1863.	243,611,500	21,323	307,700	146,746,300
1864.	255,418,130	24,004	314,995	185,789,493

The following table shows the official receipts by the canals at tide-water during the years named:

Years.	Boards and Scantling, Feet.	Shingles, M.	Timber, Cubic Feet.	Staves, Pounds.
1859.	352,329,600	177,000	1,454,200	260,926,000
1860.	377,688,600	63,400	1,299,800	282,910,000
1861.	301,607,000	45,200	1,190,000	264,228,000
1862.	412,105,800	49,800	2,506,800	357,080,000
1863.	466,304,600	36,100	5,560,600	282,478,000
1864.	495,237,400	30,832	4,121,000	286,250,000

Giving these data as to the stock on hand, probable supply and demand, with the fluctuations of gold last year, we leave to those interested prognostications as to the probable prices and the prospect for profitable business in lumber during 1865.

New York County Debt.

Harlem bridge bonds	\$20,000
County court house stock	1,400,000
Soldiers' substitute bounty redemption bonds	2,000,000
Soldiers' substitute and relief redemption bonds	646,700
Soldiers' bounty fund bonds	4,000,000
" " " No. 2	996,100
Riot damages redemption bonds	1,000,000
" " " "	442,100

Aggregate debt.....\$10,004,900

The Cape Cod Railroad Company have petitioned the Massachusetts Legislature for permission to increase their capital stock to an amount not exceeding \$600,000, and for liberty to extend their road to Provincetown.

Boston Public Library.

The Twelfth Annual Report of the Trustees of the Boston Public Library has been published. From the report of the Superintendent we learn that during the year, 6,626 books, 2,939 pamphlets, 367 maps and charts, 887 separate papers, 29 engravings, and a lithographic stone, containing designs relating to the life of Franklin, have been added to the Library. Of these 1,081 books, 2,772 pamphlets, 224 maps, and all the other articles enumerated, are due to the liberality of 219 individuals and societies. The number of books purchased during the year is 5,145, which is about the average of former years. The Library contains at present in Bates Hall, 93,342 volumes; in the lower hall, 23,592 volumes, making a total of 116,934 volumes. The number of pamphlets is 31,837.

During the year, 4,758 applications for cards to take out books have been answered, making the whole number of persons who have signed the promise to obey the rules of the Library, and who have thus acquired the right to enjoy its privileges, 35,239. The number of new signatures is larger than in any year since 1860. The number of lendings of books for home use was 184,035, a number considerably larger than in any preceding year. The number lent from the Upper, or Bates Hall, was 7,468 against 5,222 for last year. The number used in the Hall, 11,057 against 7,124 last year. It should be stated, however, that the statistics of last year covered a period of only ten months. The Reading Room has been frequented as heretofore. The average daily circulation throughout the year was 664.34. The largest reported any previous year was 643.56. There were, on an average, throughout the year, 302 daily visitors in the Reading Room, and 202 in Bates Hall, making with those who came to borrow books for home use, an average daily number of 1,128 frequenters of the Library. On some days it has been ascertained that more than two thousand persons have come to the Library for literary purposes, besides those who came from mere curiosity.

The financial statement shows the expenditures the year ending Aug. 31, 1864, to have been \$32,789 28.

Interest and Dividends.

Interest coupons on the first mortgage Turtle Creek Division Construction bonds, (Pittsburg and Connellsville Railroad,) due Feb. 1st, will be paid at the 1st National Bank, Pittsburg.

The Chicago and Alton Railroad Company has declared a dividend of 5 per cent. upon the preferred and common stock, free of Government tax, payable on the 25th inst.

The half yearly gold dividend of five per cent. on the shares of the Quicksilver Mining Company will be paid at the office, No. 17 Nassau street, on the 15th February.

The Hampshire and Baltimore Coal Company have declared a semi-annual dividend of 5 per cent., payable 10th inst.

The New Bedford Copper Company has declared a dividend of 10 per cent., payable Feb. 13.

The failures last year in Upper Canada were 250, with liabilities to the amount of \$2,864,174, and in Lower Canada, 82, with liabilities to the amount of \$1,689,412.

Canal Claims.

The number of canal claims in this State filed during the year ending September 30, 1864, was one hundred and forty-one, on which was claimed the sum of \$211,616 34. From January 1, 1851, to September 30, 1864, the total number of claims against the State, filed in this office for the action of the Canal Appraisers, is four thousand five hundred and five, on which was claimed the sum of \$7,698,664 25. The number of claims of all kinds filed since January 1, 1855, is three thousand five hundred and three on which is claimed \$6,194,312 93. The number of awards made during the year ending September 30, 1864, is two hundred and seventy-three; on which was claimed \$505,659 02. Allowed thereon, \$209,738 02.

From official returns just published it appears that the population of Brussels on the 1st of January last amounted to 184,932, of whom 89,971 were males, and 94,961 females.

The valuation of Portland, Me., in 1864 was \$26,963,939—an increase since 1844 of \$22,598,151. Her exports to foreign countries increased from \$251,097 in 1845, to \$4,396,142 in 1864; her imports, from \$399,791 in 1845, to \$13,089,749 in 1864—showing not only a growth of business, but an increase of wealth, unexampled in any other city of New England during the same period.

East Boston Ferry.

The receipts of this company for the year ending December 31, 1864, were.....\$107,708 68
Running expenses.....\$39,294 57
Depreciation.....10,000 00

Net gain.....\$8,414 11

The following is a copy of the trial balance:

Capital stock, 2,250 shares	\$225,000 00
Collateral bond account	13,400 00
Unpaid dividends	220 00
Callateral bond with trustees	35,100 00
Notes payable	44,276 84
Company bond outstanding	500 00
Interest (coupons)	1,161 00
Profit and loss	65,967 76
	\$385,625 60
Ferry property	\$297,665 71
Cash on hand	2,569 82
Trustees bonds	26,978 81
Suspense account	48,500 00
Fuel account	9,411 26
Suffolk railroad	500 00
	\$385,625 60

The Traveler's Insurance Company.

Stephen Super, a railroad conductor on the line from Peoria to Galesburg, Ill., was recently killed by falling between the cars of his train. His policy was the second one issued by the agent of the Traveler's Insurance Company at Galesburg, who had held his appointment but very few days. By this timely provision and an investment of only \$30, this poor man's family have secured the handsome sum of \$5,000, which will be promptly paid.

The Canada Engine and Machinery Company have no less than seventeen locomotives in process of manufacture, all of which are to be completed this year. These, however, are only a portion of what will be done in this one branch of the establishment in 1865, and give some idea of the large amount of work which the entire establishment is capable of turning out. All the iron

work—engines, boilers, &c., of Mr. Gildersleeve's new iron steamer is being made by this company.
—*Kingston News.*

THE NORRIS LOCOMOTIVE WORKS,
LANCASTER, PA.
MANUFACTURE ON ORDER
WOOD AND COAL BURNING
ENGINES.
NORRIS BROTHERS.

OFFICE WELLS, FARGO & CO., No. 84 BROADWAY,
New York, Oct. 23, 1864.
TELEGRAPH TRANSFERS OF MONEY
TO CALIFORNIA AND OREGON made, and
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References.—Wm. E. Dodge, Moses Taylor, A. J. Odell,
A. N. Maylert, and J. P. Crosby, Esqs.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, January 25, 1865.
WHEREAS, By satisfactory evidence presented to the
undersigned, it has been made to appear that the
AMERICAN NATIONAL BANK

of New York, in the city of New York, in the county of
New York, and State of New York, has been duly organ-
ized under and according to the requirements of the act
of Congress entitled "An act to provide a national cur-
rency, secured by a pledge of United States Bonds, and to
provide for the circulation and redemption thereof," ap-
proved June 3, 1864, and has complied with all the pro-
visions of said act required to be complied with before
commencing the business of banking under said act:

Now, therefore, I, HUGH McCULLOCH, Comptroller
of the Currency, do hereby certify that "THE AMERI-
CAN NATIONAL BANK OF NEW YORK," in the
city of New York, in the county of New York and State
of New York, is authorized to commence the business of
Banking under the act aforesaid.

In testimony whereof, witness my hand and seal of
office this twenty-fifth day of January, 1865.

Signed, **HUGH McCULLOCH,**
Comptroller of the Currency.

[SEAL.]

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Companies, in Buildings

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BROADWAY,
(NEAR THE HEAD OF WALL STREET.)

Nos. 5 and 7, 34, 36, 49, and 53 NEW STREET,

Nos. 4 and 19 WALL STREET,

Nos. 4, 6, 11, 17, 19 and 21 BROAD STREET,

And No. 55 Exchange Place.

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ALL KINDS OF GOVERNMENT SECURITIES,

RAILROAD STOCKS, BONDS, GOLD, &c. bought
and sold on commission. Orders filled in Philadelphia
and Boston without extra charge. Coupons and interest
on United States Registered Bonds Collected.

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GEO. GOODYEAR, New Haven, Ct.
GEO. G. GOODYEAR, HARVEY DURAND.

REFERENCES.

HON. JOHN J. CUSCO, late Assistant U.S. Treasurer,
JACOB RUSSELL, Esq., Cashier U.S. Treasury,
H. T. MORGAN, Esq., (of H. T. Morgan & Co.,) New York.
Hon. ERASTUS CORNING, Albany, N. Y.
A. B. JOHNSON, Esq., Utica, N. Y.
JAY COOK & Co., Washington.

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, Albany, Jan. 21, 1865.

TWENTY-THIRD SEMI-ANNUAL DIVIDEND.
—The Directors of this Company have declared a
Semi-annual Dividend of Three per cent. on the Capital
Stock thereof, free of the United States income tax, pay-
able on the twentieth day of February next.

Dividends in New York will be paid at the Office of
DUNCAN, SHERMAN & CO., in Boston, at the office
of J. E. THAYER & BROTHER; in Albany, at the
ALBANY CITY BANK.

The Transfer Books will be closed at the close of busi-
ness on Tuesday, the thirty-first day of January instant,
and be re-opened on the morning of Thursday, the
twenty-third day of February next.

JOHN V. L. PRUYN, Treasurer.

TODD & RAFFERTY,

ENGINEERS AND MACHINISTS.

MANUFACTURERS OF STATIONARY AND PORTABLE
STEAM ENGINES and BOILERS. Also
FLAX, HEMP, TOW, OAKUM and ROPE MACHINERY.
MACHINISTS' TOOLS, MILL GEARING, SHAFTING,
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up Riggers, Pulling & turning, etc. Hydraulic Presses with plat-
ens of various sizes, for stationary purposes. Patent Hydraulic
Punches, for punching or shearing iron, die sinking and other
purposes, where with a limited movement great power is re-
quired. Communication by letter will receive prompt atten-
tion.

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1 1/2 to 6 inches outside diameter cut to any given length.

One half the thickness, and much stronger and more durable

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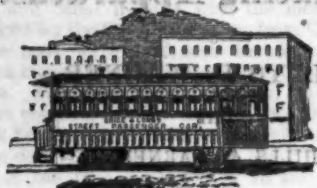
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STEAM PASSENGER CARS.



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PATENTEES OF STEAM PASSENGER CARS,
FOR STREET AND OTHER RAILROADS,

AND
BUILDERS OF ALL DESCRIPTIONS OF CARS.

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The attention of all interested in Railroads is invited to our Steam Cars for city or other Railroads. Their economy, durability, and efficiency commend them to all who have them in use, or witnessed their operation. They are now being introduced on Street and Suburban Roads in and adjacent to the principal cities; also on Tributary Roads. With minimum weight and expense they have maximum power and capacity, and are free from noise and smoke. They can ascend the steepest grades, and turn the shortest curves with facility. We are also prepared to execute orders for all other descriptions of Cars. Circulars with detailed information will be furnished on application.

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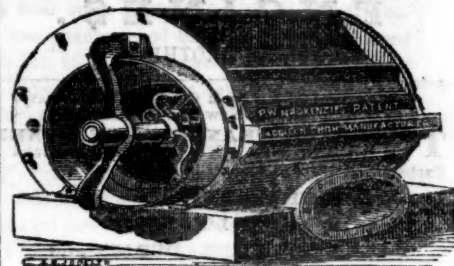
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